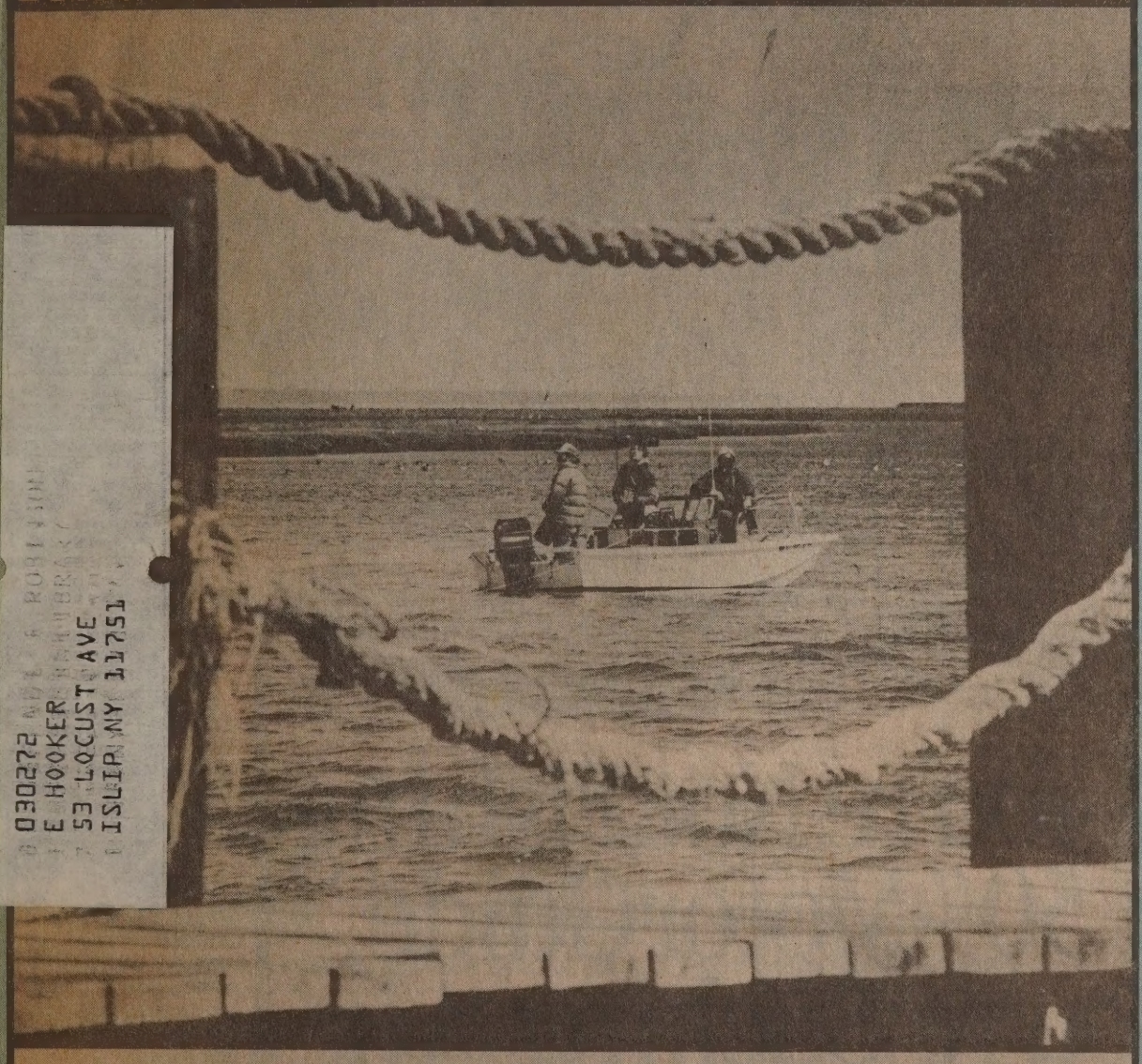
September 24th—September 30th, 1987, No. 39 75¢

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION



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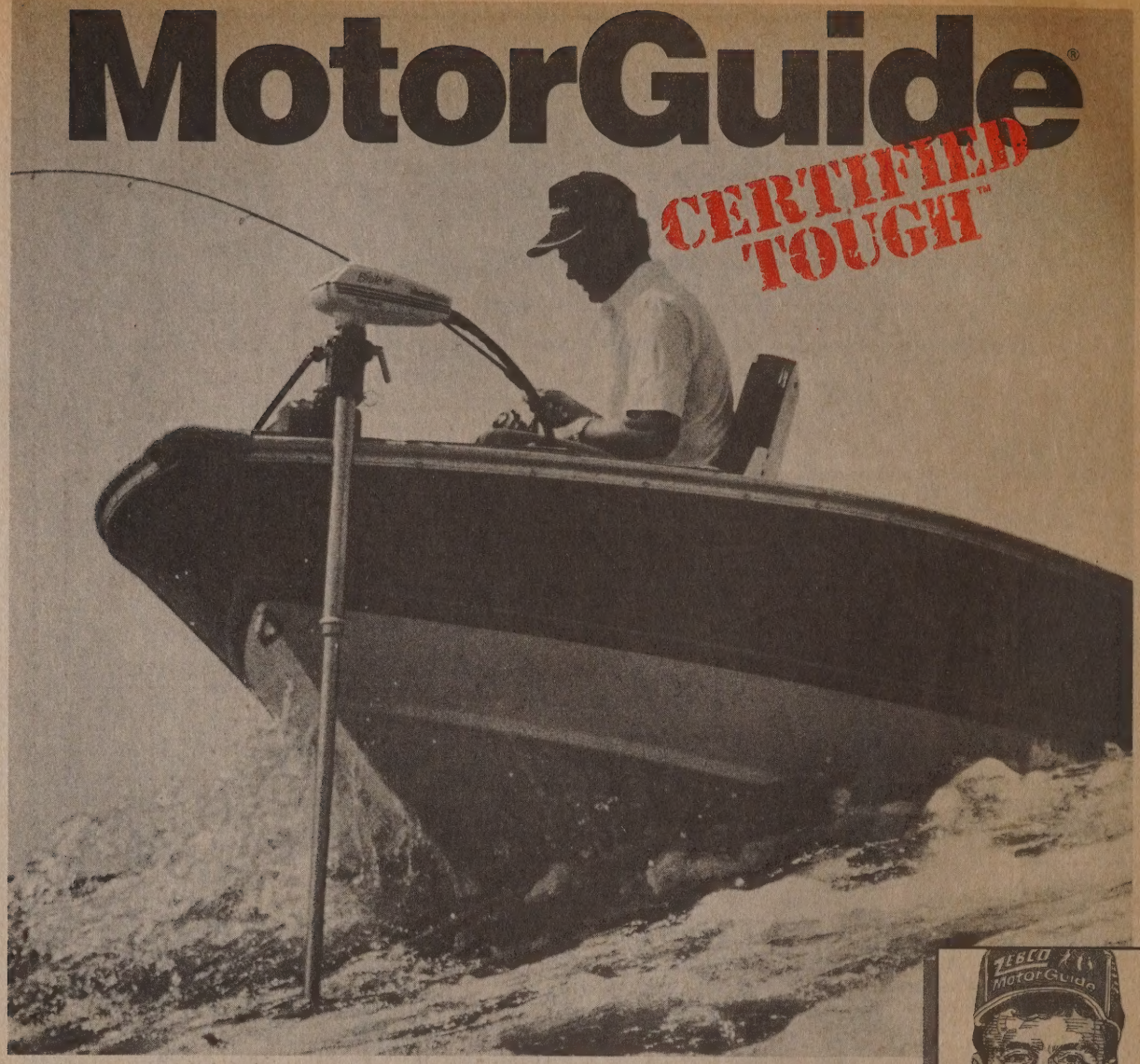

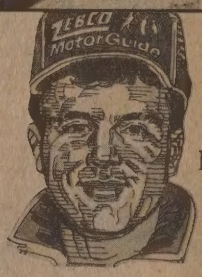

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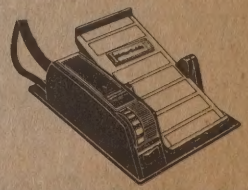

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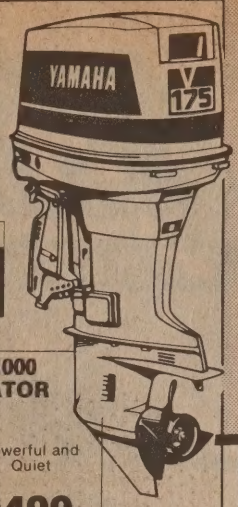

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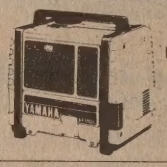

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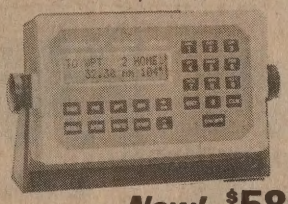

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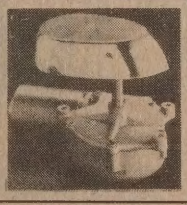

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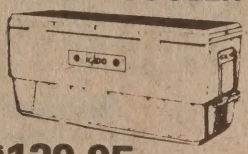

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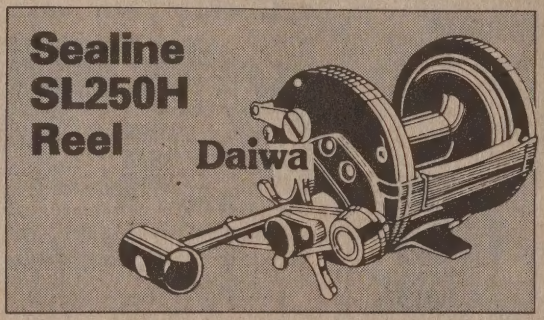

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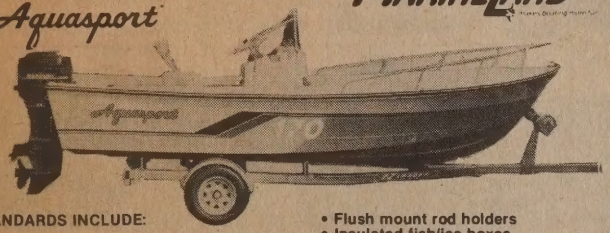

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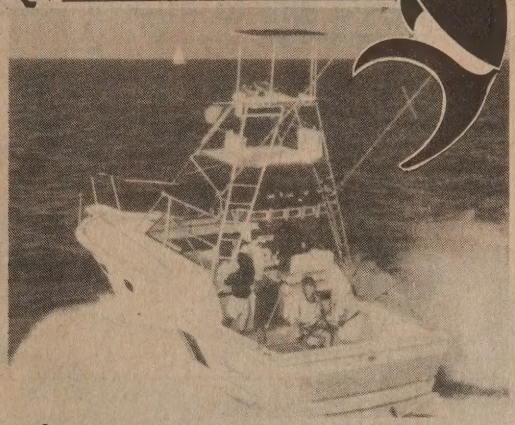

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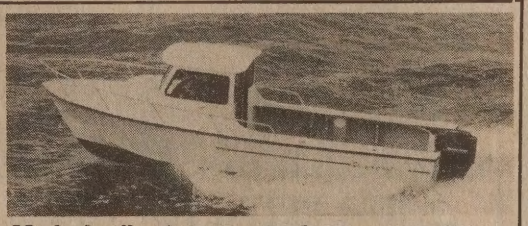

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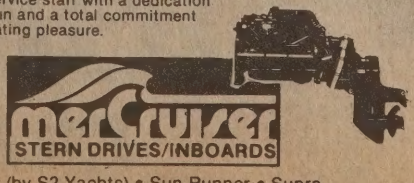

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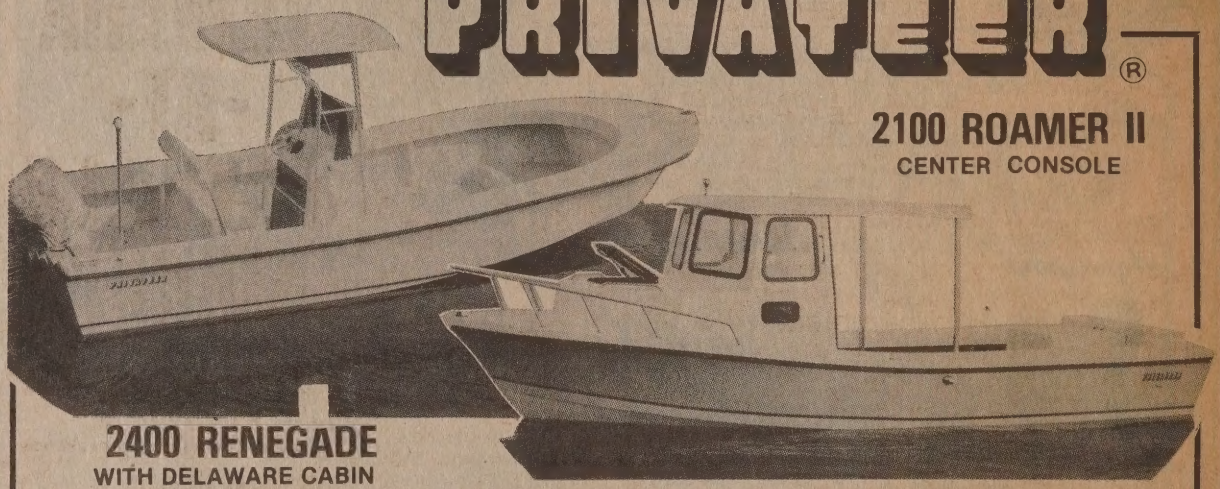

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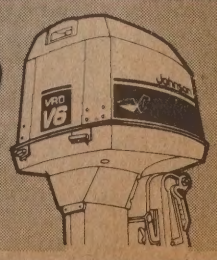

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LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 22, Number 39 September 24th, 1987

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ABOUT THE COVER:

There will be boats of all shapes and sizes berthed at Guy Lombardo Marina this weekend and next as the Eleventh Annual Freeport Boat Show drops anchor. The Fisherman will be berthed in booth 7 under tent A. See you there. Cover photo by Rick Kolinchik.

Publisher: Richard Reina

Assistant to the Publisher: Richard S. Reina

Editor: Fred Golofaro

Contributing Editors: Pete Barrett, Tim Coleman, Eric Burnley

Advertising Manager: Stu Miller

National Adv. Director: Gary Caputi

Director of Design: Arthur Swayhoover

Assist. Art Director: Carolyn Brewer

Production Staff: Gilda Muschette, Pamela Beery, Patricia Manning

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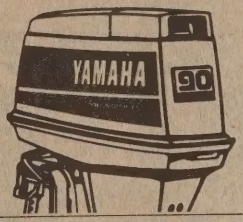

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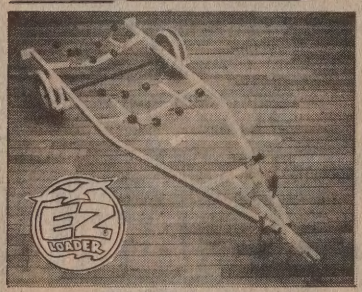

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NEW "POINTS ON HOOKS" GUIDE FROM MUSTAD

O. Mustad & Son, Inc., of Auburn, New York announces yet another popular consumer hook guide: "Points on Hooks."

This colorful, 8-page guide serves as a valuable reference, describing and illustrating various hook patterns and characteristics. You'll also find tips on tying knots, setting the hook, removing the hook, sharpening hooks and adding trailer or stinger hooks.

To receive your free copy, write: O. Mustad & Son (USA) Inc., P.O. Box 838, Auburn, NY 13021.

FREE BASIC BOATING COURSES

The Great South Bay Power Squadron, a member unit of the United States Power Squadrons, will conduct two free 10-week basic boating courses. One will be held in Brentwood and the other in Sachem.

The Brentwood classes will be held from 8PM to 10PM every Tuesday evening starting October 6th in the Brentwood High School Sonderling Building located on Fifth Street in Brentwood. Registration will take place on September 29th and 30th from 7:30PM to 9PM. You may also register at the first class.

The Sachem classes will be held in the Sachem North High School located at 212 Smith Road starting October 1st. Registration will start at 7:30 PM.

These courses are offered free, however, there will be a nominal charge for text book and navigation material.

These basic boating courses will include U.S. Coast Guard Safety Regulations, rules of the road, aids to navigation, basic piloting and use of charts among many other topics.

Upon passing the final examination, participants will receive safe boating certificates, which many marine insurance carriers honor for a reduction in premiums.

The United States Power Squadrons are dedicated to bringing about safe boating on our waters through education of all boaters in the safe handling and navigation of both sail and power boats.

For further information, please call 581-3598.

MARINE FISH TAGGING GROWS IN POPULARITY

The practice of tagging and releasing saltwater fish was initiated years ago by blue water billfish anglers. The time has now arrived for many other coastal and pelagic species to be tagged.

King mackerel and offshore redfish are currently undergoing an intense tagging effort by the Federal Government, to better understand their population dynamics. A growing number of fishermen have been releasing the fish they catch, keeping only enough for a fresh dinner. These "sportsmen," equipped with a package of tags and matching data cards, tag a large number of fish, providing valuable migration and growth data.

Generating taxpayer funds for tagging projects is difficult—especially for "underutilized" fish. For instance, red snapper tagging might reveal more information on deep water releases or their inshore/offshore migration routes. Very little is known about pompano, tripletail, the tasty almaco jack, blue runners or black drum. Spanish mackerel populations have been decimated in recent years, with only a few hundred ever tagged. Tarpon in the Gulf are something of a mystery; a tagged wahoo has never been recovered.

Mariner Outboards' saltwater Pro Team member Joe Richard, editor of Tide Magazine published by the Coastal Conservation Association, has really gone overboard with tagging. He publicly committed to tag 1,000 marine fish in 1987. He fishes almost every weekend and, through June, had tagged 441 fish, and 25 different species.

"Casual tagging and marking a few fish on each trip is one thing; tagging almost every good sized fish brought into the boat is another," said Richard. "It's work, and it's satisfying. I release a lot of fish and those tags are going to be scattered all over the Gulf of Mexico by the end of 1987. Some of those fish can be expected to live for up to 10 years, and I can reasonably expect some of them to reappear in other states, even other

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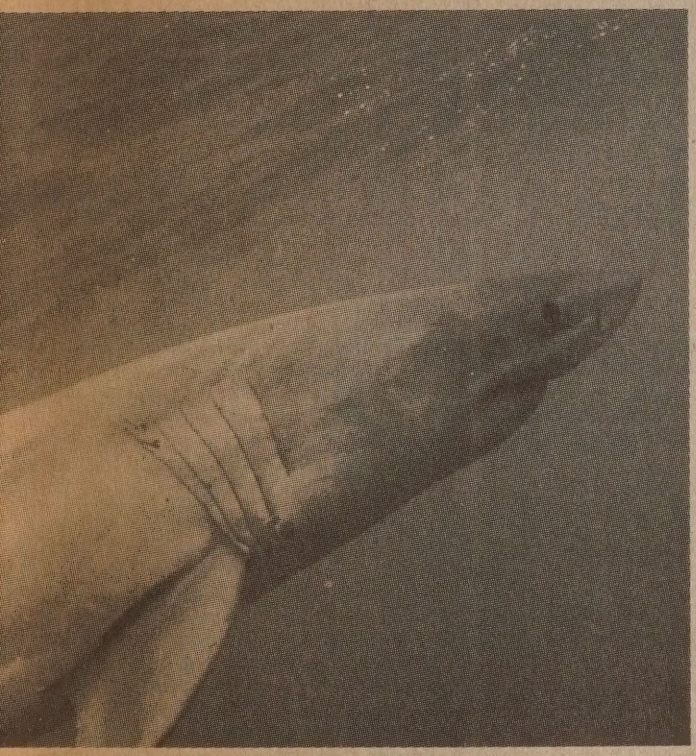

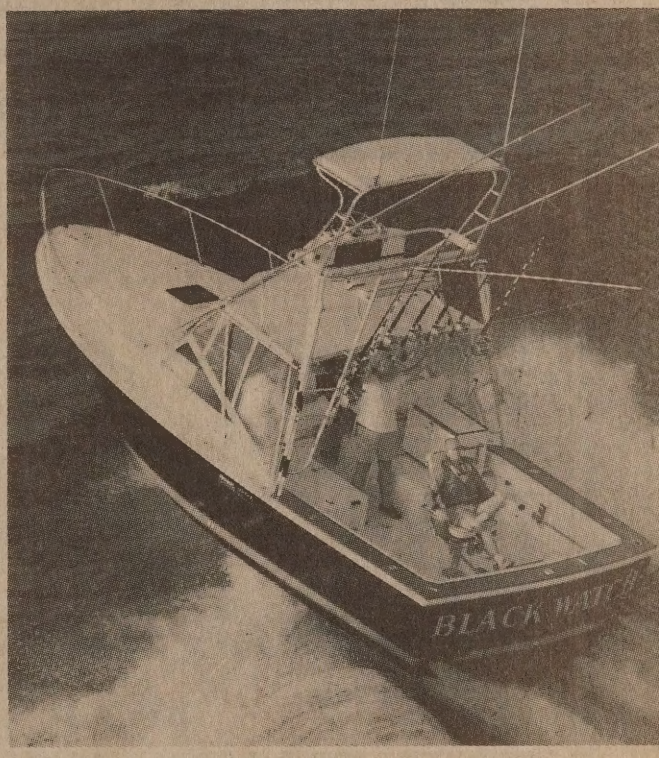

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countries. I think the marine biologists can benefit from that data," he said.

Richards feels the time has arrived for sport fishermen to assist marine biologists, and help them gather the necessary information to better manage and protect the marine fishery.

Tagging fish is interesting and carries an element of satisfaction. Guides have reported that customers are more likely to release fish, if told about tagging, because they feel they're accomplishing something worthwhile.

How do fishermen obtain tags? Fish Trackers, Inc., of Corpus Christi, Texas, began distributing tags to Gulf, South Atlantic and Bahamas fishermen in 1986. Some 26 species have been tagged so far, and several Fish Tracker chapters have begun. Steve Qualia, who heads up the program, records each tagged fish on computer—and relays data to state and federal fisheries personnel. As each tag is recovered, the angler who originally tagged the fish is notified. Fishermen requesting tags or more information can call Fish Trackers, Inc., a tax-exempt organization, at (512) 882-4387.

IGFA PLANS INTERNATIONAL BANQUET AND AUCTION

The Fourth International Banquet and Auction will help kick off the International Game Fish Association's 50th year of service to the angling community since it was founded in 1939, according to IGFA President E.K. Harry. The event will be held Januar 15th at The Breakers in Palm Beach, Florida, the site of the first three highly successful auctions and banquets.

Money raised by the previous IGFA auctions has been used for various programs that benefit all recreational anglers, including the expansion of IGFA's headquarters facilites and library. The previous IGFA auctions attracted sellout crowds of 600.

Thanks to generous donations by the fishing industry, a spectacular array of exotic fishing trips, boats, original art, jewelry, fishing prints and tackle have been offered in the past. It is hoped that the industry will continue its support for the coming year.

The most expensive item at the 1987 auction was a 25 foot Grady White boat with twin Johnson outboard motors and trailer which went for $28,100. Many "silent auction" items offered during the cocktail reception were acquired by anglers for real bargain prices. There were about 150 items available in the "silent auction," and all one had to do to take part was write his bid on a sheet placed next to each item. Winning bidders were announced during dinner.

One feature of IGFA's auction that has gained widespread acclaim is the extensive Preliminary Bidding List. This illustrated booklet listing 200 or more items is distributed interna-

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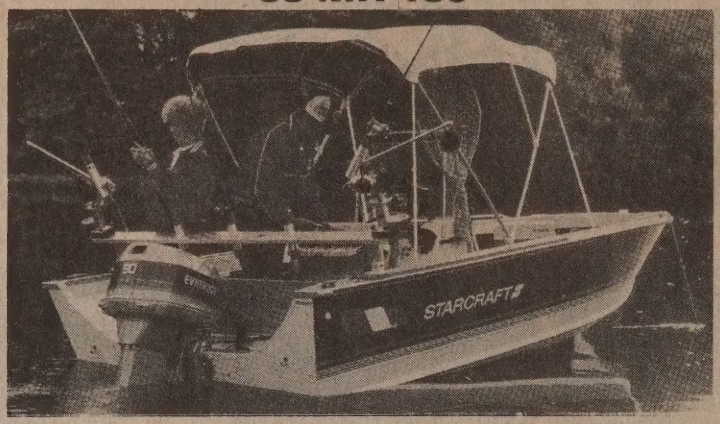

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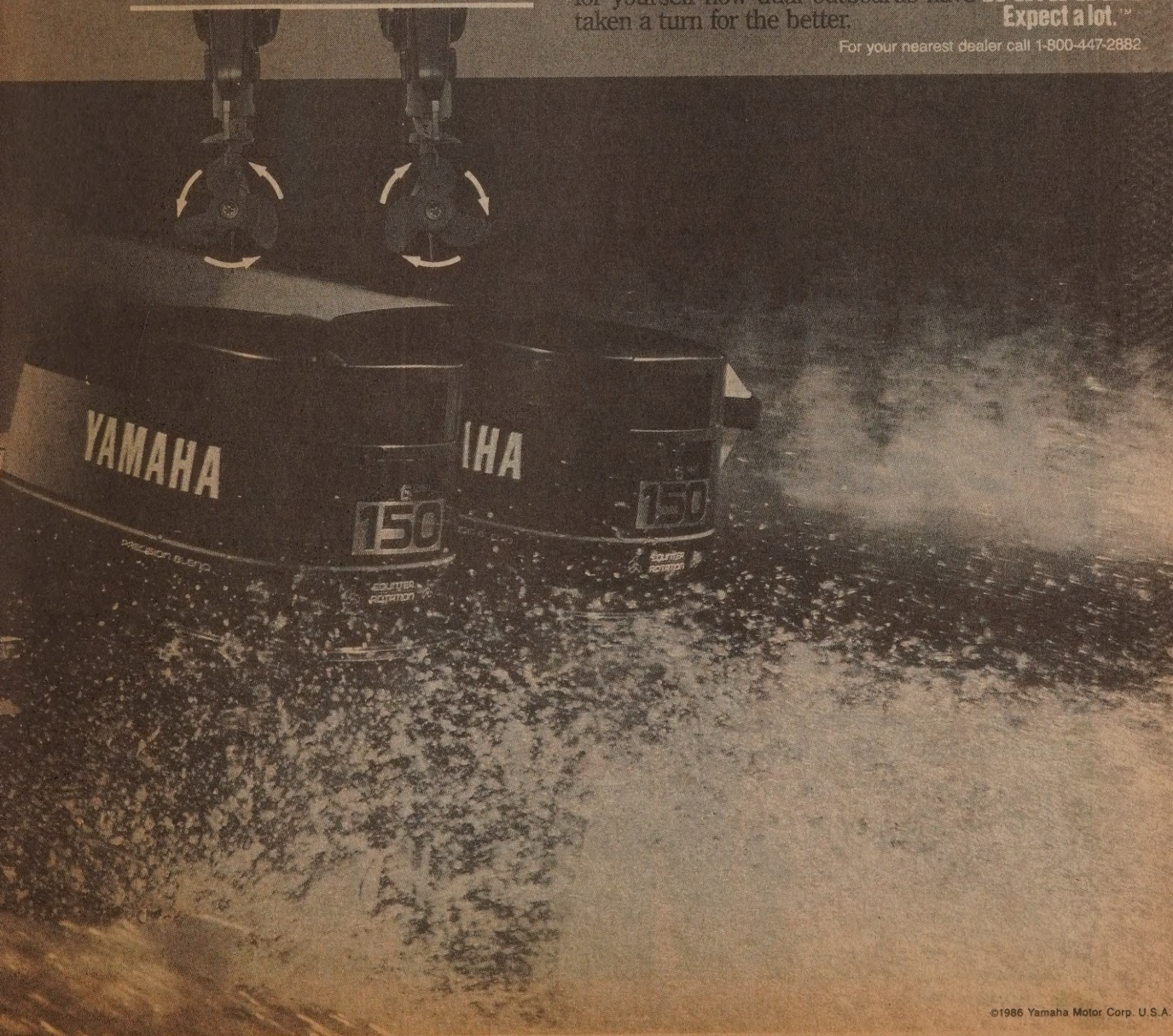

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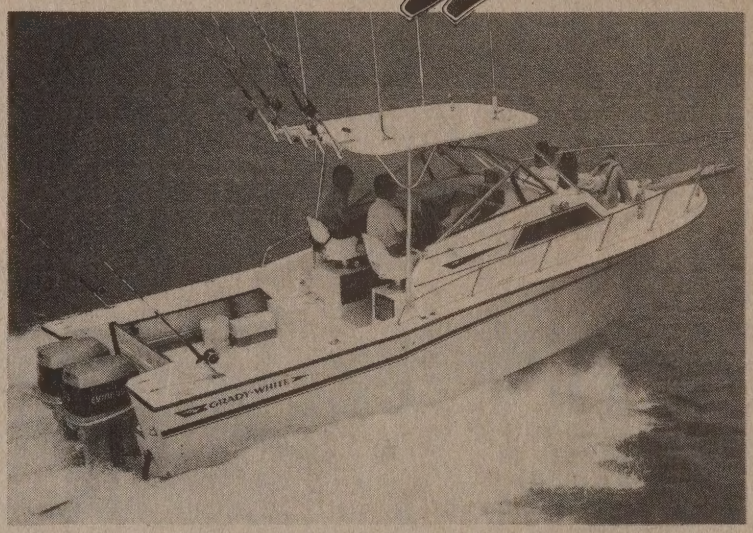

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tionally prior to the auction. IGFA memers who can't attend may send in their bids and thus participate by mail. The booklet is a virtual "wish book" for anglers.

Attending last January's auction were IGFA Trustees and Representatives from as far away as Europe and Africa, and world class anglers participating in the Masters Tournament and Gold Cup Tournament at Palm Beach. Once again, The Breakers in Palm Beach was an exciting place to be for fishing enthusiasts and guests during the IGFA auction.

To request tickets or obtain additional information, contact IGFA, 3000 East Las Olas Boulevard, Ft. Lauderdale, FL 33316 or call (305) 467-0161.

SALTWATER FISHING IS TOPIC OF NEW VIDEO

Filmed on location during an actual Pacific Ocean voyage, a new video, "Saltwater Fishing: The Navigation of a Dream," is now available from Bennett Marine Video.

The tape contains footage from a 17 day trip off the California coast during which 11 tons of sea life were caught. It is an action packed 60 minutes of man vs. yellowfin, black sea bass and wahoo.

The host of the video is Don Sansome, expert ocean fisherman and skipper of the Qualifier. Topics from planning a saltwater fishing trip to fish fighting techniques and preparing a catch to bring home, are covered.

The video tape is available in both VHS and Beta formats. The suggested retail price is $29.95.

From Bennett Marine Video, 730 Washington Street, Marina del Rey, CA 90292; (213) 821-3329.

1988 NEW YORK NATIONAL BOAT SHOW EXHIBIT SPACE SOLD OUT

The 78th New York National Boat Show, January 9-17, 1988 in the Jacob K. Javits Convention Center, is completely sold out.

The world's oldest boat show will once again take over the entire main floor of the Javits Convention Center, filling every available inch of exhibit space with boats, engines, accessories and more.

The 1988 show marks the second year the marine exhibition will be held in the new ultramodern convention center and, according to Frank Scalpone, managing director of the boat show, the new site has made a tremendous difference to both the exhibitors and the public.

"The Javits Center has enabled the boat show to increase exhibit space 40 percent over previous shows held in the New York Coliseum," said Scalpone. "Additionally, the entire exhibition is held on one floor—a big advantage for attendees who may view the show in a comfortable and leisurely manner."

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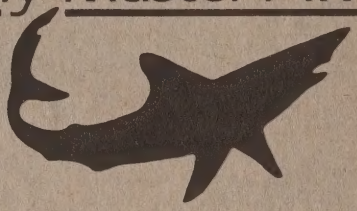

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cessories, will be on display in an area the size of 6½ football fields. Practically every major national marine manufacturer will be represented at this year's event.

For sailing enthusiasts, the National Boat Show's exclusive sailboat section will highlight racers, cruisers, catamarans, dinghies, sailboards and accessories.

The 1988 exhibition will feature two trade days, Thursday, January 7th and Friday, January 8th. Additionally, on Friday, January 8th, the public will be allowed to preview the exhibition during Red Carpet Day. A specially priced $15 ticket will be available at the Convention Center. The show will be open to the general public January 9th and run for nine days through Sunday, January 17th. Admission is $7 for adults, $3 for children.

The New York National Boat Show is owned and produced by the National Marine Manufacturers Association.

ALL ISLAND "SHOOT" TO BENEFIT DUCKS UNLIMITED

The first annual "All Island D.U. Shoot" will take place on September 27th from 9AM to 4PM, at the Suffolk Trap and Skeet Range, Gerard Rd., Yaphank, NY. All profits to go to benefit Ducks Unlimited, many prizes have been donated by merchants and manufacturers and will be distributed to shooters. Plus raffles and auctions, of duck prints, decoys, guns, china, golf clubs and many more things. A decoy carving demonstration will be going on throughout the day. The shoot is sponsored by the North Shore Waterfowlers, in cooperation with the Suffolk County trap and skeet range. For further information, call the range, 924-4490, Wednesday through Sunday.

SAFE BOATING COURSE

Now is the time to prepare for a safe and enjoyable boating season in 1988. Sewanhaka Power Squadron, a unit of United States Power Squadrons will again teach the Safe Boating Course for power and sail as part of the Adult Education Program at the following schools. Tuition is free with a small charge for course materials. It is not necessary to own a boat for the course.

Oceanside High School, September 21, Monday; Garden City High School, September 30, Wednesday; Elmont Memorial High School, October 7, Wednesday; Herricks Community Center, October 7, Wednesday; New Hyde Park High School, October 8, Thursday; and Sewanhaka High School, October 8, Thursday.

All classes start at 7:45 PM.

Long Island is one of the best and largest boating areas in the country. The 1987 boating season was marred by a number of accidents (some fatal) which could have been avoided through knowledge. A knowledge of safe boating practices such as safe fueling procedures, rules of the road, chart familiarization, aids to navigation, obeying speed limit signs and limiting alcohol drinking could have made the season safer and happier. Other benefits include reduced boat insurance premiums.

For additional information, call P/C Robert Nagy, N., (516) 536-0979.

ATLANTIC BLUEFIN TUNA CATCH RATE CHANGE

Effective September 11, 1987, the catch rate for giant Atlantic bluefin tuna in the General Category was increased from one to two fish per day per vessel. Richard B. Roe, Regional Director, National Marine Fisheries Service, has announced the change in catch rate, which is provided for in the Atlantic bluefin tuna regulations, to allow for maximum utilization of the quota for the General Category. This change is based on the relatively low total landings through August 28th. Only 170 short tons (st) of the 650 st quota have been landed, and the average daily catch rate has been less than 3 st per day for the preceeding two weeks.

This two fish/day catch rate will remain in effect for the remainder of 1987 or until the quota for the General Category is reached.

The change in catch rate does not apply to vessels permitted in other than the General Category.

FISHERIES HABITAT CONFERENCE SET FOR NOVEMBER

Functions, benefits and uses of artificial reefs, fish aggregation devices and related technologies will be the theme of the Fourth International Conference on Artificial Habitats for Fisheries set for November 2-6 at the Hyatt Regency/Knight Center in Miami.

The four day conference, coordinated by William Seaman, associate director of the Florida Sea Grant College Program, will consider the factors affecting the distribution, abundance and recruitment of organisms to artificial habitats, economic assessment of artificial habitats for recreational and commercial objectives, and design and construction of artificial habitats under various environmental and logistic restraints.

"The conference continues the goal of international exchange and evaluation of technical information," Seaman said. "Nearly 100 presentations and 40 posters by scientists from 19 countries have been accepted for presentation."

Major sessions will deal ecology, fishery management, artisanal fisheries, engineering, environmental mitigation, economics, policy, biological assessment and monitoring and the conversion of offshore petroleum structures. Field trips and exhibits round out the conference program which is supported by more than a dozen university, agency and industry sponsors.

"The conference gets under way with an international reception on Monday evening, November 2,"

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Seaman said. "Plenary sessions begin on November 3 and include reviews of major regional artificial reef programs such as in Japan, and presentation of alternate viewpoints on the role of artificial reefs."

For more information on registration fees and events, contact Dr. William Seaman, Florida Sea Grant College Program, Bldg. 803, University of Florida, Gainesville, FL 32611; (904) 392-5870.

SALTWATER FISHING IS TOPIC OF NEW VIDEO

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The tape contains footage from a 17-day trip off the California coast during which 11 tons of sea life were caught.

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The video tape is available in both VHS and Beta formats. The suggested retail prices is $29.95.

From Bennett Marine Video, 730 Washington Street, Marina del Rey, CA 90292. (203) 821-3329.

BOATING "USER FEE" TAXES REJECTED BY CONGRESS

By a vote of 287-119, the U.S. House of Representatives recently overwhelmingly scuttled a proposal by Rep. Silvio Conte (R-Mass.) to levy an annual "user fee" tax on all recreational boaters using the navigable waterways.

The vote, which occurred during consideration of the Coast Guard's FY 1988 Authorization bill, featured a spirited debate pitting Reps. Conte, Larry Coughlin (R-Penn.) and Mike Lowry (D-Wash.) in favor of taxing recreational boaters, against the leadership of the House Merchant Marine Committee including Reps. Bob Davis (R-Mich.), Gerry Studds (D-Mass.), Mario Biaggi (D-NY) and Coast Guard Subcommittee chairman Earl Hutton (D-Fal.) who spoke against the amendment.

For the past three years, Rep. Conte, who wore a signal flag-patterned sport coat for the debate, has been on a crusade to convince Congress that boaters were getting a "free ride" from the Coast Guard. The Conte "user fee" tax amendment singled out recreational boaters, would have cost them $120 million ($20 per boat) and totally ignored all other waterway users.

"This decisive vote is a testament to the thousands of boaters across the country who for the past six years have kept up a sustained grassroots opposition to a variety of so-called 'user fee' proposals through letters to their Congressmen and Senators," said BOAT/U.S. President Richard

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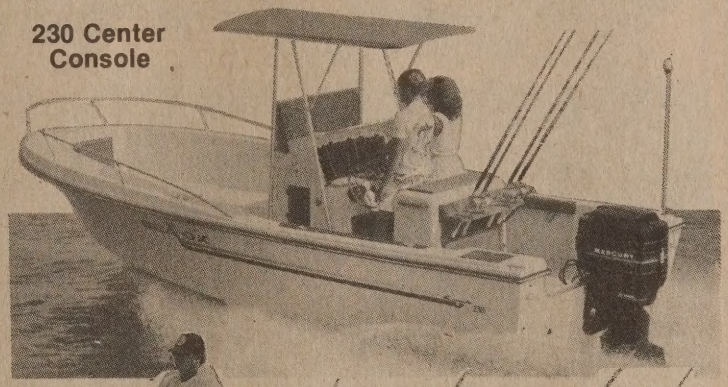

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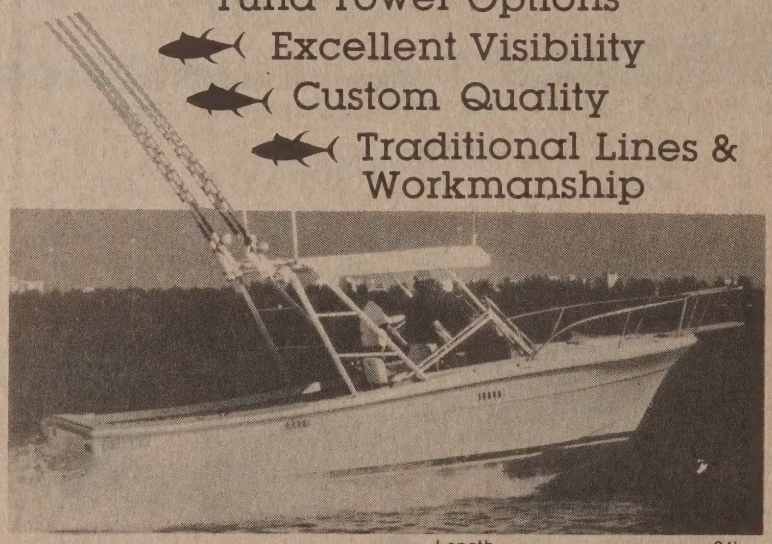

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Schwartz.

The size of the vote against the Conte amendment (two-thirds of the full House) was particularly impressive. "It is obvious that our elected representatives saw through the emotional rhetoric and rejected what many considered an easy target," noted Schwartz. He called the "Conte tax" unfair, unwarranted and unwanted and urged the Administration to respect the clear will of Congress and drop all pending "user fee" tax plans for recreational boaters.

BOAT/U.S. has annually fought each "user fee" proposal, first launche by David Stockman's OMB six years ago, on the grounds that what is being proposed is not a user fee at all, but an across-the-board tax on people who own recreational boats for services the Coast Guard is not obliged to perform and for which many boaters would not even be in a position to use because the Coast Guard simply has no presence in many parts of the country.

The Association's opposition is also based on the fact that boaters are already paying over $100 million a year in federal fuel taxes to support Coast Guard and state boating safety programs and that there is no guarantee under any of the "user fee" proposals that the Coast Guard will see one extra nickel added to its budget.

Proponents of Coast Guard "user fees" have long maintained that boaters are wealthy "fat cats" and can afford to pay a fee. A look at boating demographics dispells that myth. The average boater owns a 16 foot boat, pays federal marine fuel taxes and receives very limited or no services from the Coast Guard.

With nearly a quarter million members, Boat Owners Association of the United States is the largest national organization of boat owners in the country. For more information on BOAT/U.S. write: Dept. HA357A, 880 S. Pickett St., Alexandria, VA 22304.

BOATING SKILLS AND SEAMANSHIP COURSE

Now that the summer boating season is drawing to a close, those of us who fish, sail, or just cruise around, can turn our attention to sharpening our boating skills.

Beginning Monday, October 19th, Flotilla 13-10 of the United States Coast Guard Auxiliary will be offering its rewarding Boating Skills and Seamanship Course at the Plainedge Junior High School. The course will be taught on Monday evenings from 8-10PM. Course length is seven lessons.

The course will cover basic piloting, coastal navigation, nav rules, boat handling and trailering, legal requirements, and a host of other practical topics.

At the completion of the course an official certificate will be awarded by the USCG Aux.

For information and registration, please call Al Zucker, Public Education Officer at (516) 842-0444.

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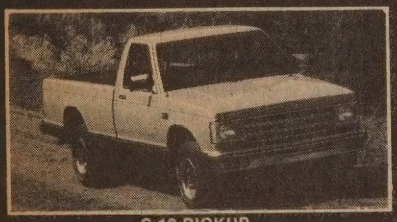

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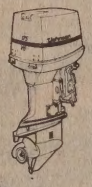
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PENN ADDS FOUR LIGHT TACKLE MODELS TO PRESTIGIOUS INTERNATIONAL II ROD SERIES

For 1987, Penn has added four new light tackle models to their top-of-the-line International II graphite composite saltwater rod series. There are two new IGFA class trolling rods and two new spinning models.

The two new light trolling rods are both 7 feet long and feature all AFTCO roller guides and tiptops with AFTCO machined black anodized aluminum Unibutts. The fore grips are cork cushioned, then leather wrapped to ensure a firm grip, minimize hand fatigue and maximize transmittal of vibrations through the line. One model is rated for 12 pound line and the other for 20 pound line.

The new spinning rods are also both 7 feet in length. Butt and fore grips are both cushioned foam. The reel seats are lightweight graphite. Guides and tiptops are deluxe USG silicon carbide from Fuji. Model 1112S is rated to handle 12-20 pound test line. Model 1120S is for 20 pound line.

Like all models in the International II Series, the high content graphite construction in these new rods offers superb recovery speed to give fishermen more lifting power. Less physical energy is absorbed by the rod and so more pressure is delivered to the fish.

The new trolling rods are performance matched to Penn International 12T and 20 lever drag reels. The spinning models have ideal match-ups in the Penn Spinfisher SS spinning reel family.

All International II rods feature a custom double black/gold/red hand wrap, protected by multiple coats of clear epoxy. As a final expression of custom detail, Penn includes an exclusive triple-thread diamond weave butt wrap on every model.

For more information on the new International II rods, contact: Penn Fishing Tackle Mfg. Co., 3028 W. Hunting Park Ave., Dept. P, Philadelphia, PA 19132; (215) 229-9415.

RED BALL'S RUGGED PROMASTER SERIES

A rugged wader and hip boot, made to defy punctures, tears, abrasions and mildew, have been introduced by Red Ball. The new ProMaster Series, constructed with multi-ply Cambrelle uppers, is available in insulated, non-insulated, cleated or felt-sole models.

The ProMaster's one-piece boot construction and heavy-duty seams eliminate leakage. The durable Cambrelle material dissipates moisture for quick drying.

Key features on the chest wader include nylon draw cord for snug chest fit, reinforced suspender buttons and belt loops, rust-proof hardware, bar shank sole for maximum arch support and deep cleated outsoles for traction. Regular and tall sizes come in graduated patterns for fit and comfort.

Key features on the hip boots include the same material as is used in the waders and an inside knee harness and adjustable top straps.

Insulated models offer a Thinsulate material in the boot foot and a removable encapsulated insole, also made with Thinsulate, for added warmth and comfort. Felt sole models are ideal for maximum traction on slippery surfaces.

For more information on the ProMaster Series, write Red Ball, Dept. GW, 100 Factory Street, Nashua, NH 03060.

PENINSULAR 379: LIGHTWEIGHT DIESEL

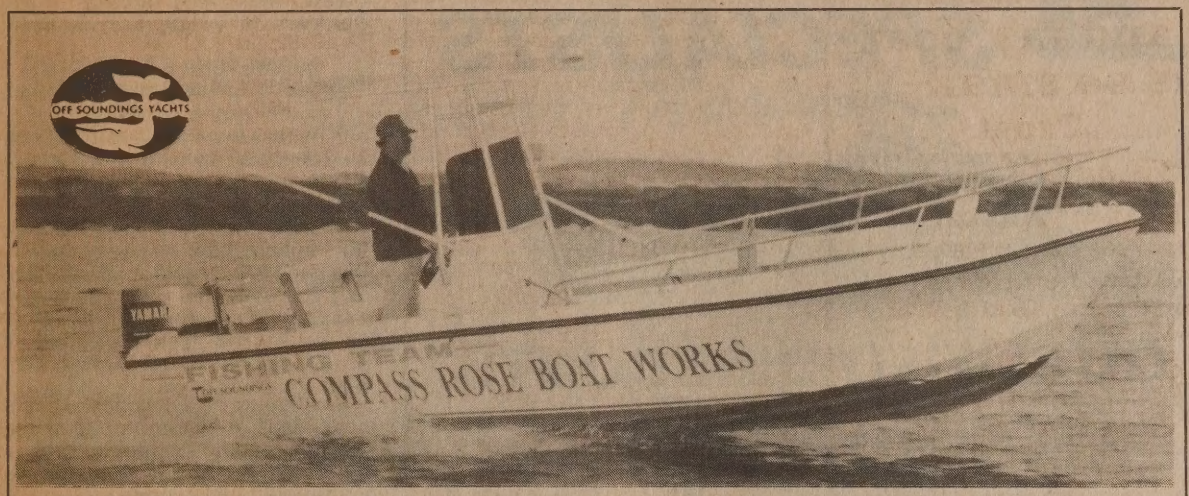
Peninsular Diesel has introduced a naturally aspirated version of Detroit Diesel Allison's durable 6.2 liter V-8 block. Named the Peninsular 379, it has been designed to fit the same overall dimensions as a typical 350 gas block.

Rated at 160 bhp at 3600 rpm, the 379's over dimensions are 46 inches long (1169 mm), 29 inches wide (737 mm) and 30½ inches high (775 mm). It features an 11 quart aluminum oil pan, freshwater cooled manifold and remote oil filter for easy servicing. Weighing in at only 960 lbs., the compactness and low weight of the 379 make it an ideal power selection for in-line, V-drive and stern drive installations, 25 to 35 feet in length. An optional Arneson Surface Drive package is also available.

"Our introduction of the 379 was based on the market's quick acceptance of our turbocharged/aftercooled model 379-T," states Frank Andreae,

Serious Fishing Machines For Serious Fishermen!

See us at the Freeport Boat Show at our In-Water Display



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Custom Built on Long Island • Length 21'4'' • Beam 8'
Available in Center Console, Cuddy (Sport or Commercial)
• Self-Bailing • 60 Gal. Fuel Tank • All Hand Lay-Up Fiberglass

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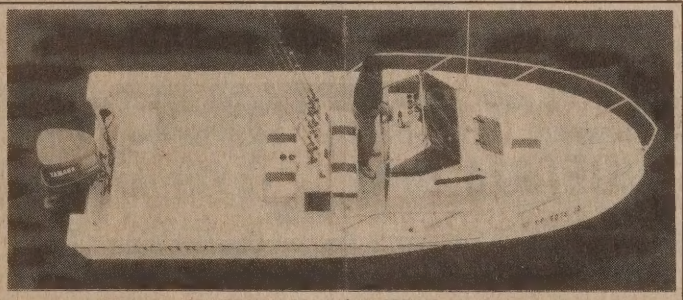

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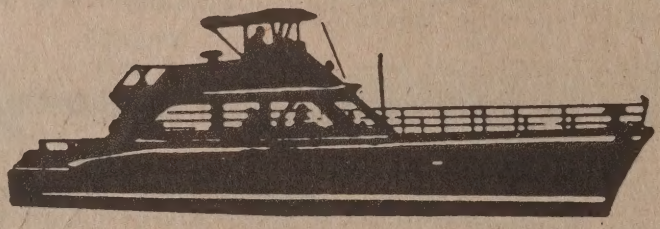

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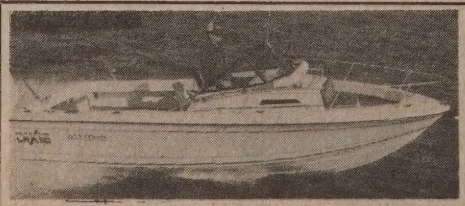

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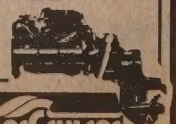

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MerCruiser STERN DRIVES & INBOARDS

president of Peninsular diesel, "just about every boat builder who has installed the 379-T has inquired about a naturally aspirated version. Their response to the 379 has been exceptional."

For more information on the Peninsular 379 for either new or repowering applications, contact: Peninsular Diesel, Inc., 4000 Stecker Avenue, Dearborn, MI 48126; (313) 584-6150.

SUBMERSIBLE TAILLIGHTS RELIEVE LAUNCHING WORRIES

Launching and retrieving a big boat can be less worrisome with submersible taillights. Owners of trailers over 80 inches wide can now be assured of a dry launch.

Wesbar has developed multi-function submersible taillights specially designed to protect both the bulbs and contacts when the trailer is submerged. Gasketed tail and side marker lenses keep water out. The sealed bottom of the light prevents road dirt and grit or water from entering the lamp.

For trailers over 80 inches in width, these taillights perform 7 functions: as a taillight, brake light, turn indicator, side marker light, rear and side reflector and rear clearance light. They work equally well on custom built or standard boat trailers.

The lights come with 12 inch preinstalled wire leads and two 1/4 inch mounting studs on 2 inch centers, for easy installation. Bulbs can easily be replaced if necessary.

All Wesbar submersible lights feature specially designed lens optics to deliver maximum brilliance and reflectivity. The lights are encased in custom molded housings in a choice of matte black or satin white finishes.

Suggested retail price of Wesbar's "Over 80" submersible taillight is $15.

From Wesbar Corporation, P.O. Box 577, West Bend, WI 53095; (414) 334-2381.

FURUNO ANNOUNCES "DO-EVERYTHING" SSB RADIO

The new FS-4001 300 W, 1.6 -30MHZ SSB radiotelephone has been designed to be the most flexible, easy to use and full featured unit on the market today.

Because it employs two separate and dedicated synthesizers, the FS-4001 is capable of full duplex operation with dual antennas, or normal simplex/semiduplex operation with a single antenna through the autotuned coupler. The powerful 300 W PEP transmitter includes special speech processing circuitry, and any of six operating modes can be easily selected.

Direct key entry is provided for channel selection and up to 99 receive/transmit frequency pairs may be stored in memory of instant recall. All channels can be scanned, including 192 SSB receive and 338 telex receive channels. The FS-4001 is approved for both base station and marine mobile applications.

Other features include a built-in

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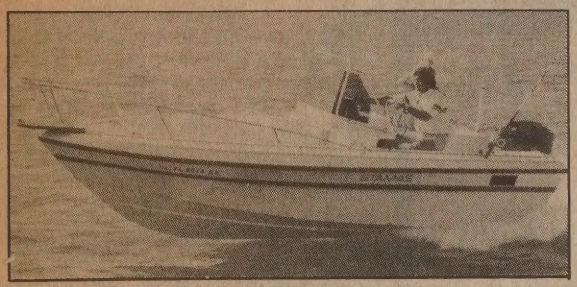
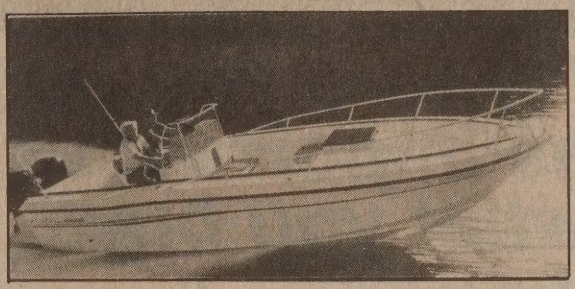
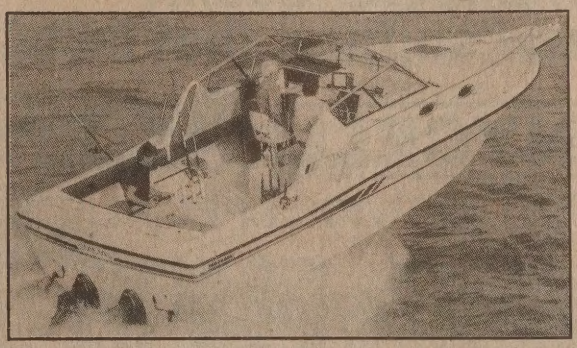


180 TARPON to 150 HP



255 TARPON to 400 HP

255 FAMILY FISH to 400 HP



288 LIBERTY to 450 HP
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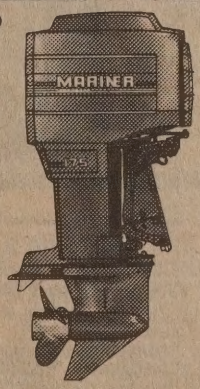

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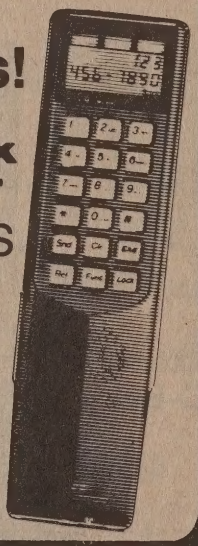

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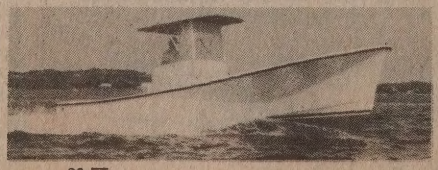

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alarm generator, noise blanker, squelch, and separate receiver sensitivity control. The fully automatic coupler handles antennas from 7 to 18 meters. Physically, the FS-4001 consists of three units: splashproof control unit, non-splashproof transceiver and fully waterproof antenna coupler. Each module can be located as much as 50 meters from one another.

Furuno's FS-4001 is an exceptionally versatile and powerful SSB radiotelephone with features to satisfy virtually every marine application.

Send for complete information today: Furuno, USA, Inc., P.O. Box 2343, South San Francisco, CA 94083.

JUMP SEAT A BOON FOR BOATERS

If you've had to struggle with a big fish while standing up or constantly reaching for a rod belt, there's a new item on the market that does away with this problem. It's called the Side Saddle Gunnel Fighting Seat and is the creation of well-known angler Marty Arrow. The seat, popularly called a jump seat, was created out of the need to have some place to fight fish during multiple hook-ups or just to have a place to sit, which is lacking in the cockpit of most boats. Designed for small boats, but equally effective on big sportfishermen, the seats fold down out of the way when not in use.

For full details drop a note to Marty Arrow at Sanity Marine Products, 41 Romano Drive, Hampton Bays, NY 11946.

VIKING RUBBER BOOTS

"Viking," a name to remember in rubber boots. Long a worldwide leader in the manufacture of "handmade" Norwegian rubber boots, the famous Viking is now available from Viking Footwear Division of Pt. Pleasant Beach, New Jersey.

Each individual Viking rubber boot is handmade by skilled craftsmen and hand formed around a last that has been thoroughly tested and duly adapted to the special function of the boot. Step by step, the many components are assembled to make an orthopedically correct boot, which supports the foot and at the same time protects it. Viking Boots fit the foot without any tightness and chafing and provide maximum support and comfort. Every Viking boot is the result of thorough research into the characteristics of feet, and as with all good footwear is made with care and professional insight.

The waterproof Viking is handmade, piece by piece, features (Uppers), a natural rubber compound with anti-cracking properties, press molded sole with tread pattern for safety and slip resistance, a steel shank for full support, warm pile lining and an adjustable collar (strap and buckle). The insulated Viking is brown in color and comes in sizes 7 to 14. The height of the boot is 12 to 14 inches and the wide last provides space for extra socks and comfort. The Viking cleans

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'88 210 FISHERMAN
WITH 175 O.M.C. COBRA I/O

Complete with:
- Full canvas
- 53 gal. fuel tank
- Porta-pottie
- 8'6" beam
- Stainless steel wheel
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- Compass
- Full instrumentation
- Freight & make-ready
- Plus a lot more

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'88 190 FISHERMAN CUDDY CABIN
W/175 O.M.C. COBRA I/O
Ready to go!

Complete with:
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- 2 pedestal seats
- 2 jump seats
- Fiberglass innerliner
- Full instrumentation
- Stainless steel wheel
- 7'6" beam
- Bilge pump w/auto switch
- Freight & make-ready

$14,188.

1988 205 OFFSHORE WALKAROUND FAMILY FISHERMAN
WITH 1.6 LITER O.M.C. SEADRIVE

Complete with:
- Side & aft curtains
- Bilge pump w/auto switch
- Stainless steel wheel
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- and much more!

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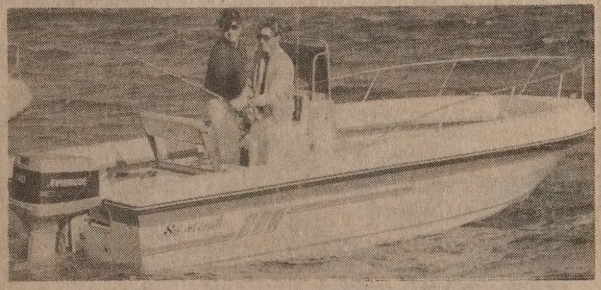

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WITH 120 H.P. EVINRUDE

$13,485.

Complete with:
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- Voltmeter
- Binnacle control
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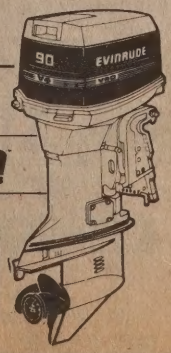
Ready to go!



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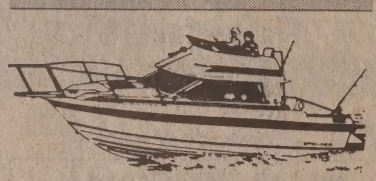

2560 Trophy Convertible
This wide-beam sportfishing machine features dual helm stations, self-bailing cockpit, galley, enclosed head and 2 double berth compartments. With 260 OMC V-8 engine.

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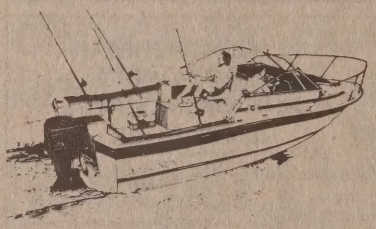
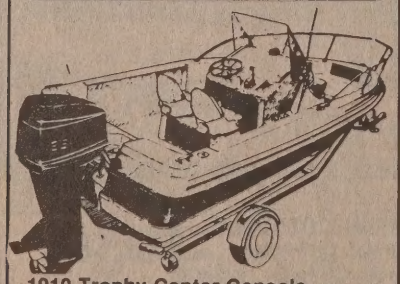


2110 Trophy Cuddy Offshore fisherman with lockable cabin, V-berth, fishwell, convertible top, rod storage, CB, trim tabs. With 125 hp Force outboard.

NOW ONLY $13,995.*



1910 Trophy Center Console
Complete with fish finder, baitwell, pole holders, rod racks. CB, depth sounder and Escort trailer, With 125 hp Force outboard.

NOW ONLY $11,495.*

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easily with soap and water and quickly room dries.

Viking Boots are idela for fishermen, hunters, farmers, construction workers, commercial fishermen, boaters, yachtsmen, sportsmen or all other outdoorsmen with a need for warm, waterproof footwear. All Viking Boots are developed with an eye toward the future and are made with fashion and usage trends in mind; that's why Viking Boots are the favorite of boot wearers year after year.

For more information on how to obtain your Viking Boots, dealer name or information on becoming a dealer, contact: Viking Footwear Division, John Stensland, 212 Channel Drive, P.O. Box 1329, Pt. Pleasant Beach, NJ 08742; (201) 892-2058.

APELCO'S HIGH TECH LORAN MAKES NAVIGATION EASY AND AFFORDABLE

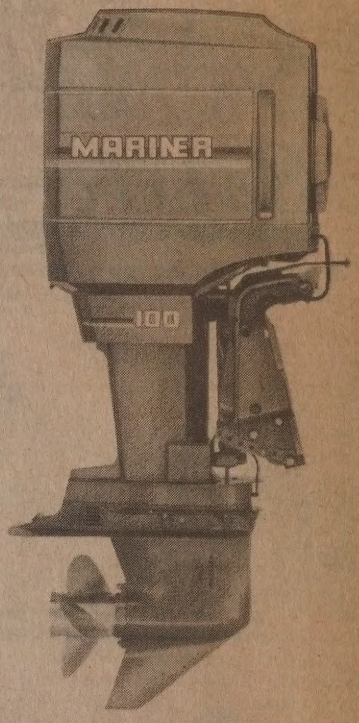
Apelco's low cost DXL 6100 Loran C Navigator provides constant memory for up to 100 waypoints, plus steering guidance and other navigational data displayed clearly on a six line LCD screen. Lat/Long or TD position information, distance and bearing to waypoint, speed, course, and time to go can all be displayed at once on the LCD screen. Apelco's unique grahic steering indicator shows off course direction, at a glance, on the LCD screen.

Automatic data acquisition features, once found only in units costing twice as much, ensure the highest degree of accuracy possible. The DXL 6100 will automatically select best master and secondary Loran stations; compensate for true or magnetic course variations; and automatically set six notch filters to eliminate noise interference. (A seventh notch filter is preset in the antenna coupler.) Manual override controls are also available.

Alarm, route and other functions provide features such as audible and visual anchor-watch alarm; waypoint "arrive" warning; standard clock with stop watch and timer alarms for sailboat racers; and audible off-course warning with data display if boat exceeds preset limits. NMEA 0180/0183 outputs are available for interface with autopilot or other instruments.

The compact, vertical design of the DXL 6100 Loran C indicator requires less space than most other designs, making it ideal for all kinds of boats. Green back lighting enhances the LCD nighttime visibility. Its large keypad makes operator touch control easy, even while under way. With adjustable yoke bracket, the DXL 6100 Loran C indicator measures 8.5" (H) by 7.5" (W) by 3.5" (D). Manufacturer's suggested list price for the DXL 6100 Loran C Navigator is $1,245, including internal memory back-up battery and antenna coupler.

Apelco, a Raytheon Company, provides a two year limited parts warranty with an extended flat rate repair program. For information, contact: Apelco Marine Electronics, 1107 N. Ward Street, Tampa, FL 33607 USA; (813) 877-9418.



MARINER INTRODUCES THREE NEW OUTBOARD MODELS FOR 1988

Three new outboards headline the Mariner 1988 product line-up. Highlighted by a new four cylinder 100 hp, the models also include a 2.4 litre 150 hp tournament bass engine and an 8 hp fishing motor.

The four cylinder 100 hp follows Mariner's successful 75 and 90 hp model introduction a year earlier. With 105 cubic inch displacement and a 2.07 to 1 gear ratio the 100 hp model delivers excellent low-end torque and acceleration. A new reed valve induction system improves fuel atomization, making this engine the most fuel efficient in its class. The smoothness is especially evident when idling at low speeds and trolling.

The 100 hp design incorporates Mariner's high horsepower technology and reputation for reliability. Heavy duty bearings on all contact surfaces spell "durability." Additional long-life features include scuff resistant pistons made from high silicon content steel. Keystone piston rings eliminate carbon build-up. All machined surfaces are equipp;ed with nitrile gaskets which are baked on during the paint cycle to eliminate weeping.

The 100 hp Mariner is the quietest in its class. It also has an onboard easy to fill oil tank with a through cowl sight gauge.

Mariner's new Magnum II tournament bass engine develops its 150 horsepower from a larger 2.4 litre (142 cubic inch) block. Combined with a lower 1.78 to 1 gear ratio, the Magnum

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Achilles AS-400 Foul Weather Suits provide 100% waterproof protection as well as all the top quality extra features you expect from superior foul weather gear. Made with a super-protective, watertight coating of Neoprene over a tough 210-denier nylon shell and fully lined with taffeta, these suits represent the latest in foul weather fabric technology. All seams on both the jacket and chest-high trousers are heat-sealed for watertight strength and all closures are non-corrosive plastic or velcro. This meticulous attention to detail is reflected in the design of the many funtional features you'll find on Achilles AS-400 suits. These handsome suits are available in yellow & white and in a range of sizes.

Achilles

DESIGNED TO BE BETTER

Complete Suit - $109.95

Jacket features:

- Attached concealable hood with velcro closure and nylon draw cord for snug fit.
- Stand up storm-proof collar with velcro closure for concealing hood.
- Front double pull velcro closure and non-corrosive zipper with double storm flaps.
- Inner elastic storm cuffs and outer adjustable cuffs with velcro.
- Seamless shoulders. • Taffeta lining.
- Two deep front storm proof pockets with velcro flap closures and plastic eyelets for water drainage.
- Nylon draw cord around bottom of jacket.

Trouser features:

- Heavy-duty elastic suspenders with quick release buckles.
- Deep front utility pocket.
- Snug fitting elastic waist.
- Double storm-flapped fly with velcro closure.
- Reinforced double-ply seat.
- Reinforced double-ply knees.
- Velcro-adjustable ankle cuffs.

Atlantic Inflatable Boats

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OUT WHERE IT'S ROUGH YOU BETTER BE TOUGH

Think fast. Think tough. Around heavy waters, the tough but civilized Suzuki Fours offer you *power.* Big power. Big performance.

We think bigger. We think better too. Only Suzuki makes an in-line Four this brawny and powerful—108.2 cubic inches big. And Suzuki designs these muscular Fours with loop charging for extra performance with improved economy. Plus famous Suzuki Oil Injection—the *first* true outboard Oil Injection and *still* the most advanced

THAT EXTRA MARGIN OF RELIABILITY

—for the right fuel/oil mix for any situation. Along with constant, thorough lubrication for longer engine life.

We spark a lot more than your imagination. The fact is, our strong, silent 115 and 140 hp Fours are the *only* engines in their class with advanced IC ignition. IC controlled ignition *automatically adjusts* the timing to the optimum setting for easier start-up, sure throttle response and quicker acceleration. And it's essentially maintenance free.

We keep a weather eye on you. The *exclusive* Suzuki Monitoring System keeps tabs on all that well-oiled power and polished performance. It constantly monitors water and oil flow with unique flow sensors. An oil level gauge with caution buzzer is standard, along with an over-rev limiter caution light. Then we back up all that protection with a free 24-Month Limited Warranty—now on all 1987 models.

NEW 24 MONTH LIMITED WARRANTY

Now you're running strong and lead-free. Every Suzuki engine has been *designed* to run at peak performance even on leadfree gasoline.

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II leaps out of the hole, for a two second advantage from 0-30 mph and is also five mph faster at the top end.

The Magnum II operates at the 5000 to 5500 RPM range at full throttle for more horsepower at the "low end." The Magnum II retains its fuel economy advantages over all competitive 150 hp outboards.

Standard features include loop charging, a 15 amp alternator, an engine mounted power tilt switch, a streamlined gearcase torpedo for reduced drag and a skeg with cast-in camber for less steering torque. A new Quicksilver stainless prop, the Laser II was designed to maximize performance of the Magnum II.

At the lower horsepower level, Mariner has a new 8 hp outboard. The new two cylinder, 12¾ cubic inch engine is based on the highly successful 9.9 hp model introduced last year.

An automatic tilt system allows the operator, while seated, to easily trim the engine with one hand. Multiple trim positions provide the optimum running position at any speed or with any load. It cna also be easily lowered while seated and running.

Automatic decompression ports and a fuel primer/choke system combine to create easy starts. The recoil starter permits easy pull starting and instant engagement. It typically starts with pulls of only 10 to 15 inches. The 8 hp is also available with optional remote control and electric start.

An easy to reach knob located on the front of the engine controls trolling speed. This model features smooth idle speeds which can be manually adjusted from 650 to 2,000 RPM and it trolls quietly all day at the right fish catching speed.

WIDE BEAMED, 23 FOOT SPORTFISHERMAN FROM GRADY WHITE

Grady White Boats, which surprised the boating industry in 197[illegible] with the introduction of a wide beamed 25 foot sportfisherman, has taken the concept two feet shorter with this year's introduction of the Gulfstream 23s with 9' 3" beam amidships. The walkaround cabin Gulfstream 23 footers are available in outboard, inboard/outboard and Grady Drive configurations to suit the individual fisherman's power preference.

"An exta 15 inches of beam in a 23 foot walkaround gives sportfishermen the dual benefits of a smoother running rough water boat and a much more stable fishing platform at trolling speeds," stated Wiley B. Corbett. executive vice-president and general manager. "It also opens up the cabin and cockpit for fishing features that would not be possible on a conventional 8 foot beam hull,' he added.

The new Gulfstream models measure 23' 5" down the centerline and have storage racks for 11 offshore rods in the cabin which also features sofa-style cushioned seating that converts to an upper and lower berth. In the cockpit, there are four

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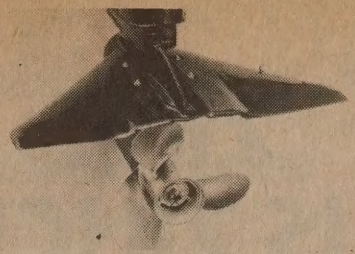

SKEPTICAL???

OUR MONEY BACK GUARANTEE IS BASED ON YOUR JUDGEMENT OF OUR PRODUCTS PERFORMANCE!

ELIMINATES BOW RISE, INCREASES STABILITY- Enjoy a level and more stable Boat, never lose sight of the Horizon. Directional stability is improved at trolling and "no wake" speeds. Slice through Chop and Swells at faster speeds and with less pounding than you ever imagined possible. Weather Aluminum, Bass, Fishing or Pleasure Boat the DOEL-FIN will improve your performance and increase your Boating pleasure.

PLANE OFF QUICKER & STAY ON PLANE AT A MUCH LOWER R.P.M. - Not only will any Boat come on plane at a lower r.p.m. saving a lot of engine wear and tear but the engine speed necessary to stay on plane is reduced DRAMATICALLY! Boats with dual Engines and/or Engine Brackets will run level at low speeds. No more moving passangers and equiptment around to get on plane or stay on plane. sset your power where you like it not where the Boat demands!

MORE EFFICIENT THAN COSTLY TRIM TABS - Trim Tabs deflect water which creates a tremendous amount of drag. Power settings must be increased to maintain the same M.P.H and accordingly fuel consumption increases. The DOEL-FIN slices through the water producing lift from "no wake" to "full bore". Your Boat will ride OVER the water not push its way through giving you the same M.P.H. at a LOWER power setting!

100% SATISFACTION GUARANTEED - NO IFS, ANDS, OR BUTS! We guarantee you will be 100% satisfied with improvements the DOEL-FIN will make in any outboard or outdrive Boat. It absolutely pays for itself in fuel savings, is unbreakable and easily installed, four models to fit any outboard or outdrive. Outboards under 30hp. $59.95, over 30hp. and I/O,s $64.95, Volvo 280,290 $104.95. New York Residents add 8% Sales Tax.

TYPICAL COMMENTS OF SATISFIED DOEL-FIN CUSTOMERS

ANSWER
VINCENT P. BOGOTA NJ. 7/21/87
22' WALKAROUND 175hp MARINER
"I CAN TRIM THE ENGINE BETTER, I GET A SMOOTHER RIDE, AND THERE'S NO MORE POUNDING. I RECOMMEND THE DOEL-FIN."

AQUASPORT
JOE C. MINEOLA NY. 6/18/87
22' CENTER CONSOLE 115hp SUZUKI
"THE DOEL-FIN WORKS. THE BOAT RIDES NOTICIBLY HIGHER IN THE WATER, AT 4000 RPM I'M GOING FASTER AND THE ENGINE DOESN'T SOUND AS IF ITS WORKING AS HARD AS BEFORE."

BAJA
PETE L. WESTCHESTER PA. 8/4/87
FORCE 200 300hp MERC I/O
"THESE THINGS WORK GREAT. I CAN RUN WITH EVERYONE IN THE BACK AND GET ON PLANE WITH NO PROBLEM. THE BOAT TRIMS OUT REAL NICE PLUS I'M GOING FASTER THAN EVER. WHEN I HAVE 2 PEOPLE IN THE BOAT IT PLANES OUT SO FAST ITS ALMOST UNBELIEVABLE. THE DOEL-FINS ARE A GREAT INVESTMENT, I DON'T USE MY TRIM TABS ANYMORE."

BARETTA
PABLO J. MASPETH NY. 7/21/87
16' OPEN BOW 120hp MERC I/O
"THEY REALLY WORK WELL. THE BOAT PLANES FASTER. WE WENT OUT TO THE MUD HOLE AND THE BOAT WAS MUCH MORE STABLE ON THE OPEN WATER. I'VE TAKEN MY TRIM TABS OFF, I RECOMMEND THE DOEL-FIN VERY MUCH".

BAYLINER
JAN Z. HOLYOKE MA. 7/20/87
23' SANTIAGO 198hp. MERC I/O
"IT MADE A BIG DIFFERENCE, WITH FUEL, BUTTERFISH, ICE AND 3 OR 4 PEOPLE ON BOARD I HAD TO MOVE EVERYONE TO THE BOW, THE BOAT REALLY HAD TO STRAIN TO GET ON PLANE. NOW GETTING ON PLANE IS NO PROBLEM, THE MOTOR IS NOT WORKING AS HARD, THE BOW STAYS DOWN AND THE BOAT IS MUCH MORE STABLE AT LOW SPEED. THE DOEL-FIN WORKED BETTER THAN I EVER EXPECTED. IT IS MORE THAN WORTH THE MONEY!"

BOSTON WHALER
JACQUES W. STAMFORD CT. 7/20/87
17' CENTER CONSOLE 60hp JOHNSON
"THE DOEL-FIN WORKED LIKE A CHAMP. I COULDN'T BELIEVE IT. IT DID EVERYTHING YOU PROMISED AND ON TOP OF IT THE BOAT RAN FASTER. IT'S WELL WORTH THE INVESTMENT."

CELEBRITY
KEVIN L. SMITHTOWN NY. 7/20/87
19 1/2' CUDDY 205hp OMC
"IT'S GREAT! OUT OF THE CHANNEL THE BOW WAS DOWN AND THE BOAT TRACKED MUCH STRAIGHTER. IT FELT SOLID IN CHOP AND PLANES OFF FASTER, PLUS THE BOAT DOESN'T REQUIRE AS MUCH ADJUSTMENT OF THE POWER TRIM. I'D CERTAINLY RECOMMEND THE DOEL-FIN."

CHRIS CRAFT
RALPH S. NEW YORK NY. 7/21/87
24' SCORPION 260hp MERC I/O
"I LIKE IT. THE BOAT DOESN'T BOW STEER IN A FAST TURN, I CAN HAVE LOTS OF PEOPLE IN THE BACK AND STILL PULL A SKIER WITH NO PROBLEM. I DON'T USE THE HYDRAULIC TRIM TABS ANYMORE. THE PERFORMANCE OF THE BOAT IS MUCH BETTER WITH THE DOEL-FIN, I RECOMMEND IT!"

CLASSIC
JOHN C. CORAM NY. 7/22/87
25' CABIN CRUISER 260hp MERC I/O
"THE DOEL-FIN WORKS VERY NICELY. THE BOAT PLANES OFF FASTER, I PICK UP ABOUT 4 M.P.H AT 3400 RPM AND I STILL CAN'T BELIEVE IT, BUT I CAN STAY ON PLANE DOWN TO 1900 RPM. I CAN SEE WHERE I'M GOING WITHOUT STANDING ON MY TIP TOES AND THE BOAT DOESN'T "BUCK" THE SWELLS ANYMORE."

COLUMBIAN
JEFF B. SHELTER ISL. NY. 8/3/87
22' CUDDY CABIN 200hp EVINRUDE
"THEY DO EVERYTHING YOU CLAIMED. I'M ON PLANE AT 3000 RPM vs. 4200 BEFORE, I RUN FASTER AND SMOOTHER IN A ROUGH SWELL, I CAN SIT IN MY CHAIR AND SEE WHERE I'M GOING THE WHOLE TIME, YOU'VE GOT MY VOTE ON THEM. ALSO MY ENGINE ISN'T LABORING, I'VE PICKED UP 300 RPM ON THE TOP AND I HARDLY TOUCH THE TRIM. I'M VERY PLEASED WITH THE DOEL-FIN, EVERYONE WITH A BOAT SHOULD OWN THEM."

FORMULA
DOUG H. HYANNIS MA. 7/20/87
24' CUDDY 220 YAMAHA W/GIL BRKTS
"IT WORKED GREAT, THE ENGINE PULLS 200-300 RPM HIGHER AND IT PLANES FASTER. THE BOAT IS A DEEP VEE AND THE DOEL-FIN MAKES IT MUCH MORE STABLE ON TOP OF IT ALL. I RECOMMEND IT."

JOHN C. BABYLON NY. 8/2/87
25' S/C 300hp MERC I/O
"WITH THE DOEL-FINS ON I'M RUNNING IN 3-4 FOOT SEAS AS FAST AS I USED TO IN 1-2 FOOT SEAS AND THE BOAT IS SMOOTHER THAN EVER. I'M NOT USING AS MUCH TRIM AND MY FUEL ECONOMY IS IMPROVED. THEY WORKED OUT REAL WELL."

GALAXY
TONY P. PLYMOUTH PA. 7/21/87
17' OPEN BOW 140hp MERC I/O
"THE DOEL-FIN IS JUST FANTASTIC, I'M REALLY SAVING ON GAS. THE BOAT PLANES FASTER, IT DOES EVERYTHING BETTER. I ABSOLUTLY RECOMMEND IT, ITS JUST GREAT!"

IMPERIAL
PAUL M. WEBSTER MA. 8/3/87
20' W/GILL BRCKTS. 140hp EVINRUDE
"THE DOEL-FIN IS PHENOMINAL. I'M PLANNING AT 2700 vs. 4200 RPM BEFORE. I'M SAVING LOTS OF FUEL. IT KEEPS THE BOW DOWN, LETTING ME RUN FASTER THAN EVER THROUGH BIGGER SEAS THAN EVER WITH NO POUNDING. I WAS SKEPTICAL, NOW I'M A BELIEVER. DOLLAR FOR DOLLAR THEIR THE BEST INVESTMENT I EVER MADE."

LARSON
DON K. ALEXANDRIA BAY NY. 8/3/87
17' ALL AMERICAN 140hp OMC
"WITH 4 PEOPLE IN THE BACK-TO-BACK SEATS THE BOAT GETS ON PLANE FAST, NO MORE MOVING ANYONE TO THE BOW. I'M VERY PLEASED WITH THE DOEL-FINS, THEIR WORTH THE MONEY."

POINTER
TOM M. MONTAUK NY. 7/21/87
18' CENTER CONSOLE 55hp JOHNSON
"THE BOAT IS MUCH MORE SEA WORTHY. IN OPEN WATER THE BOW CUTS THROUGH THE SWELLS GIVING ME A MUCH MORE LEVEL RIDE AND LESS POUNDING. THE BOAT IS LESS SENSATIVE TO WEIGHT DISTRIBUTION AND I DON'T HAVE TO ADJUST THE ENGINE TILT. I WAS SKEPTICAL, BUT THE DOEL-FIN HAS MORE THAN PROVEN ITS PERFORMANCE AND VALUE, I RECOMMEND IT VERY HIGHLY."

PROLINE
CHRIS J. HUNTINGTON NY. 7/22/87
23' CENTER CONSOLE 225 EVINRUDE
"THE BOAT PLANES OFF QUICKER AND STAYS ON PLANE DOWN TO A LOWER RPM. I'M ABSOLUTLY SATISFIED WITH THE DOEL-FIN."

SEA OX
SAL & TONY P. HOWARD BCH NY. 7/12/87
23' CUDDY DUAL 115hp YAM W/GIL BRKTS
"THE DOEL-FIN IS WORTH THE MONEY. THE BOAT STAYS ON PLANE DOWN TO 2800 RPM, IT WAS 34-3500 RPM BEFORE. THE BOW STAYED DOWN WITH PEOPLE IN THE STERN AND IT FEELS VERY SOLID IN CHOP & CROSSING A WAKE. I CAN MOVE DOWN THE CANAL AT A HIGHER RPM AND LEAVE LESS WAKE. I'M RECOMMENDING THEM TO OTHER BOAT OWNERS."

SEA RAY
LEO P. CHICOPEE MA. 7/20/87
21' MONACO 228hp MERC I/O
"THE DOEL-FIN DOES A GOOD JOB. I PLANE RIGHT OFF NOW AND I CAN PULL TO 4500 RPM VS. 4000 MAX BEFORE. I'M VERY PLEASED, I RECOMMEND THE PRODUCT VERY HIGHLY."

ROBERT F. BABYLON NY. 8/2/87
24' W/FLYING BRIDGE 228hp MERC I/O
"I'M USING THE MOST PROP THATS AVAILABLE FOR MY DRIVE. WITH THE DOEL-FIN ON, THE ENGINE IS PULLING MORE RPM AND I'M GOING FASTER AT A SET RPM. THE BOAT COMES ON PLANE FASTER, THEIR VERY EFFECTIVE. I'M PLAIN OLD GETTING BETTER PERFORMANCE OUT OF THE BOAT."

SPORTSCRAFT
RICHARD H. SOUND BEACH NY. 8/2/87
32' CABIN CRUISER TWIN 155hp OMC
"THE DOEL-FINS WORK VERY NICE. I COULDN'T PUT ON TRIM TABS BECAUSE OF THE HULL DESIGN AND THE TWIN OUTDRIVES, THIS SOLVES THE PROBLEM AND THEY TOOK LESS THAN A HALF HOUR TO INSTALL. THE BOAT GETS ON PLANE MUCH FASTER, PLUS I CAN RUN DOWN TO 2800 RPM vs. 3400 BEFORE."

TAHITI
FRANK T. ELWOOD NY. 8/2/87
18' CLOSED BOW 235hp EVINRUDE
"THE BOAT COMES ON PLANE VERY SMOOTHLY, NO MORE WAITING FOR IT TO HIT THE POWERBAND. THE BOAT NOW ACCELERATES WITH A CHOP PROP AS FAST AS IT USED TO WITH A SKI PROP. IN A WHIP TURN THERE IS ABSOLUTELY NO CAVITATION. THE DOEL-FIN IS AMAZING, YOU CAN'T GET ANYMORE THAN THIS FOR YOUR MONEY."

THUNDERBIRD
ERIC H. WILTON CT. 8/2/87
18' CLOSED BOW 120hp MERC I/O
"THE DOEL-FIN WAS VERY EASY TO INSTALL. IT STOPPED THE PROP FROM VENTALATING AND HELPED ME TO PICK UP A FEW M.P.H. IT'S DEFINATELY WORTH THE MONEY."

TROJAN
LARRY B. BROODKLYN NY. 7/13/87
25' SEA RAIDER 188hp MERC I/O
"THE BOAT PLANES MUCH FASTER, I'M VERY PLEASED WITH THE DOEL-FIN. I FEEL THEY ARE WORTH THE MONEY. I DON'T USE TRIM TABS ANYMORE."

AND ON AND ON AND ON, HUNDREDS OF NEWLY SATISFIED CUSTOMERS WEEKLY.

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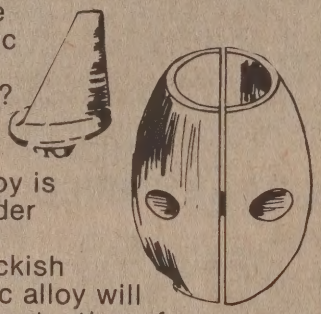
- B & S anodes are hand cast from special zinc alloy, MIL-A-18001. This alloy is proven to remain active under adverse water conditions (including polluted and brackish waters). The use of this zinc alloy will insure maximum cathodic protection of underwater parts.
- Did you know that high quality zinc anodes containing mil. spec. zinc. alloy are available and produced right here on Long Island?



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built-in, lockable tackle drawers, a 265 quart insulated fish box with overboard drain and a 130 quart, rounded, raw water live well. Standard equipment also includes insulated aft deck wells, washdown system and a gunwale-mounted freshwater system at the bait rigging station. Gas capacity for all three Gulfstream 23 models is 148 gallons.

Grady White Boats builds fiberglass sportfishing boats from 19 to 25 feet in Greenville, NC.

For more information, contact Grady White Boats, P.O. Box 1527, Greenville, NC 27835; (919) 752-2111.

CRUSADER 270/350: V8

The Crusader 270/350 marine inboard gas engine provides excellent mid-range power as original equipment or for repowering applications in medium to large size craft.

A 350 small block V8 with 4-barrel carburetion, the Crusader 270/350 offers a full power range, capable of economy or all-out performance, which has made it a favorite for intermediate size cruisers and houseboats. It features, as standard equipment, an engine alarm system, adjustable rubber engine mounts, remote oil filter, a USCG approved flame arrestor, a two-pump cooling system and more. A low profile intake manifold option is available for limited space applications. Additional options such as freshwater cooling and reverse manifolds for V-drive units are also available.

For additional information on the Crusader 270/350 for original equipment or repowering, write to: Crusader Marine Engines, Thermo Electron Corporation, 7100 E. 15 Mile Road, Sterling Heights, MI 48077.

GRUMMAN'S NEW GCS 184 SIDE CONSOLE FISHING BOAT

A boat for fast fish-fighting action, a boat for summer relaxation on the water: you've got both with Grumman's new 18' 4" side console fishing boat. The GSC 184 is loaded with features to improve the fishing and the fun: 24 standard features, count 'em. Among the most important for the serious fisherman are the bow casting platform, rod holders, bow trolling motor plug, 20 gallon aerated livewell and plenty of storage. Four deluxe fold-down seats and drink holders make life more comfortable.

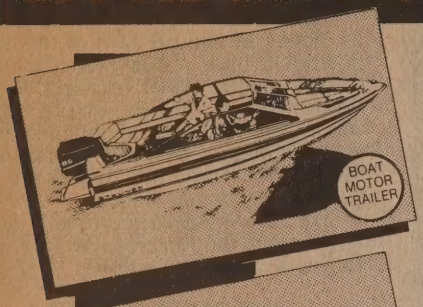
Her 84 inch beam makes this boat exceptionally stable. Depth is 39 inches and hull weight is just 87 lbs. With a maximum hp rating o 120, she gets you there fast.

Grumman always uses higher grade upholstery and carpeting and this boat is no exception. You can choose blue, burgundy, or charcoal gray carpet and harmonizing upholstery colors. And those top grade vinyl seat cover resist bleaching from the sun's ultraviolet rays.

Like all Grumman boats, the GSC 184 exceeds U.S. Coast Guard standards, meeting the tougher requirements of the National Marine Manu-

BAYLINER *America's 1st Choice*

LOW MONTHLY PAYMENTS FROM $87.81**



1700 BOWRIDER

- 85 hp Engine
- Galvanized Trailer
- Full Canvas
- AM/FM Cass. Stereo
- Swim Platform
- Insulated Ice Chest

$7995* F.O.B.

1950 BOWRIDER

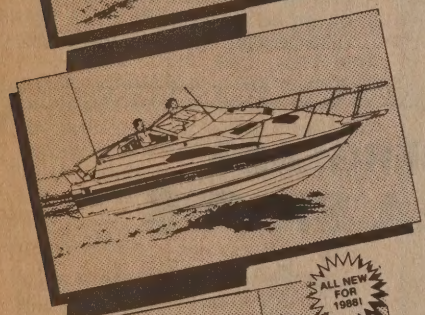
- 130 hp I/O Engine
- Galvanized Trailer
- AM/FM Cass. Stereo
- Power Trim/Tilt
- Full Canvas
- Swim Platform
- Insulated Ice Chest

$10,995* F.O.B.

2110 TROPHY

- Overnite Cuddy Cabin
- 125 hp Engine
- Galvanized Trailer
- Power Trim/Tilt
- AM/FM Cass. Stereo
- Toilet
- Compass
- CB Radio
- Fish/Depth Finder
- Insulated Fish Well

$15,995* F.O.B.



2450 SUNBRIDGE

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- Sleeps 5
- Full Galley
- CB Radio
- Marine Head System
- Full Canvas
- Spacious Deck Area
- Power Trim/Tilt
- AM/FM Cassette Stereo

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2650 SUNBRIDGE

- 260 hp I/O Engine
- Sleeps 6
- Dockside Power
- Full Galley
- Stand-Up Head w/Shower
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QUICKSILVER INTRODUCES FIVE NEW FUEL ADDITIVES

Five new fuel additives for use in four cycle marine engines have been introduced by Quicksilver Marine Parts and Accessories. Two of the new products can also be used in outboard motors.

Three of the products, Valve Lubricant, Octane Formul and Valvtane Plus were developed to address the problems created by the phase out of lead in gasoline. A fourth product, Dri-Fuel, removes moisture from the fuel system, while the fifth, Fuel System Cleaner, keeps the fuel system clean and free of power-robbing contaminants.

The benefits of each are:

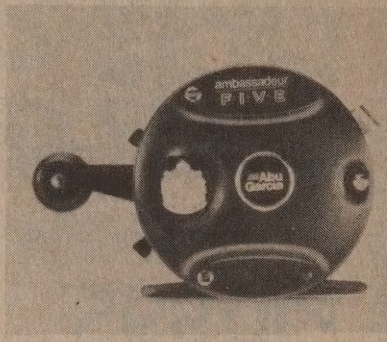
Valve Lubricant: reduces the risk of premature valve wear in four cycle engines designed for leaded fuel; cleans the entire engine system and enhances power and compression.

Valvtane Plus: reduces engine knock and ping, engine run-on (dieselling) and premature valve wear in four cycle engines designed for use with leaded fuel.

Octane Formula: reduces engine run-on and corrosion in the fuel system. It's designed for four cycle engines.

Fuel System Cleaner: cleans deposits throughout the fuel system to help improve fuel economy, hard starting and rough idling. It can be used in both two and four cycle engines.

Dri-Fuel: helps eliminate engine stalling due to moisture in fuel, and contributes to quicker starts in cold weather when used in either two cycle or four cycle engines.



ABU GARCIA'S AMBASSADEUR F.I.V.E.

In a modernization of its Ambassadeur Classic reel design, Abu Garcia will introduced the new lightweight Ambassadeur F.I.V.E.

Constructed of graphite composite components and aircraft quality aluminum, the 8 ounce Ambassadeur F.I.V.E. features high speed precision brass gears and sintered bronze bearings. Dual cast control provides centrifugal braking to counteract backlash during casting, while mechanical braking ends the cast quickly and accurately. Multi-disk star drag adds smooth powerful control during play.

High speed 4.7:1 retrieve recovers 21 inches of line per turn of the dual grip power handle, designed to deliver extra strength. Other features of the Ambassadeur F.I.V.E. include light weight, high capacity aluminum spool with stainless steel axle, pushbutton free spool and the precision of Swedish craftsmanship.

Like all Ambassadeur reels from Abu Garcia, the Ambassadeur F.I.V.E. carries a lifetime warranty.

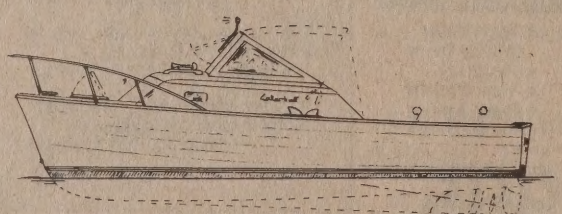
THE CADDY COOLER

When empty, your basic large plastic or metal cooler apears to be a rather harmless object. But add ice, soda, beer or fish and that harmless cooler will quickly humble the strongest individual. Until now. Rather than carrying that cooler, why not pull it behind you instead.

The Caddy Cooler was developed to make the transportation of coolers and other heavy outdoor equipment a much easier task. The product is ideal for fishing, camping and picnic trips, in fact, any outdoor activity that involves hauling bulky and heavy objects.

The Caddy Cooler consists of an ingenious combination of wheels, axles and nylon straps that can safely accommodate nearly any outdoor related equipment (up to 250 lbs.) Two

Columbia II FIBERGLASS SEA SKIFFS



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GAS 240-270 H.P.

28' WITH 240 H.P. GAS INBOARD
GAS 240-270 H.P. ★ DIESEL 200 H.P.

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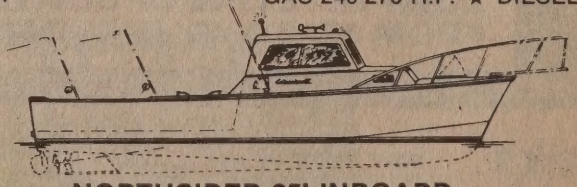

NORTHSIDER 25' INBOARD
GAS 240-270 H.P. ★ DIESEL 130 H.P.

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heavy-duty 4" x 8" treaded plastic wheels will conquer any terrain you might go through, including mud, sand, and water.

The Caddy Cooler comes attractively packaged in a four-color cardboard box—ideal for effective merchandising. The product does require assembly; a simple process that takes only a few minutes with an ordinary screwdriver. Complete and easy to follow instructions are included.

The Caddy Cooler retails for $19.95 and is available immediately through Caddy Cooler Products, Inc., at (516) 563-8497.

AFTO DOWNRIGGER CLIP

How many hook-ups have you missed because your downrigger clip was set too tight and didn't release?

AFTCO's release clip is the only clip with the unique, independent, dual trigger release. This allows you to accurately pre-set the release tension of each trigger and avoid the frustration caused by fish which strike the bait and don't release it from the clip.

The setting of each trigger is accomplished by turning its knurled adjustment wheel to the desired release pressure (0-20 lbs.). Tripping of either trigger by angler or fish allows the line to instantly come free of the clip.

The AFTCO clip is designed to ride on the downrigger cable, allowing several clips to be "stacked" if desired. For rust and corrosion resistance the clip is constructed of nylon/plastic and stainless steel. It will be available next season and will be competitively priced.

For more information contact: Greg Stotesbury, AFTCO Mfg. Co., Inc., 17351 Murphy Ave., Irvine, CA 92714; (714) 660-8757.

VOLVO POWERED PHOENIX 29

The Phoenix 29 Flybridge Cruiser continues to enjoy an outstanding reputation as both a sportfisherman and a family cruiser, a reputation that began in 1976. For 1987, the Phoenix 29 combines the latest in high-tech engineering and manufacturing techniques with Volvo's new TAMD 41 series diesels to change the perception of fuel efficient, lightweight diesel performance.

With twin inboard Volvo TAMD 41s, the 1987 Phoenix 29 achieved a top speed of 32.35 MPH, taking only 8 seconds to get on plane. With a comfortable cruise speed of 27.5 MPH, the 29's fuel consumption was a miserly 18.4 gallons per hour or slightly less than 1.5 miles per gallon. At trolling speeds, only 3.2 gallons per hour were being consumed, which means that this Volvo powered Phoenix 29 is ideally suited to the offshore fisherman. The new Volvo diesel was not only impressive in areas of performance and fuel consumption, it astounded Phoenix engineers with its quiet operation.

Since 1976, the Volvo diesel option has always been a strong selling

GULF CRAFT 24

The new Gulf Craft 24 is a welded aluminum structure forming the strongest and most durable 24' on the market. 3/16" aluminum plate is welded together resulting in a single strong unit. Gulf Craft 24 is rigged out with an impressive list of quality standard equipment including a 180 gallon fuel tank, three (3) fish boxes, recessed rod storage and twin Pompanette seats.

For the ultimate performance, rig your Gulf Craft 24 with Yamaha's Counter Rotation dual engine systems, featuring Precision Blend oil injection for added convenience and fuel efficiency. And backed with a 2-year factory limited warranty.

Come and see the Gulf Craft 24 at any one of these Gulf Craft authorized dealers:

Alex Stirling Marine
1724 General Mouton
Lafayette, LA 70508
(318) 234-6979

Dagate's Marine
1128 Barrow St.
Houma, LA 70360
(504) 872-4181

Kenport Marina
650 Succotash Rd.
Wakefield, RI 02879
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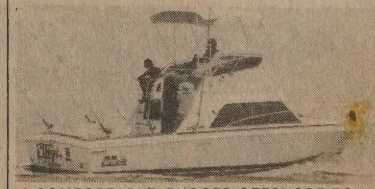

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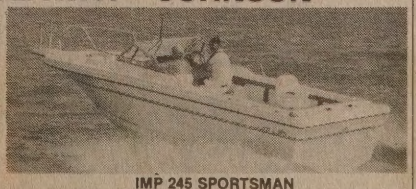
27', 29', 30', 33', 38' • Exceptionally dry



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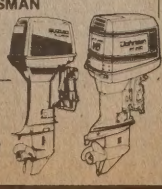

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SUZUKI
COX Johnson OUTBOARDS

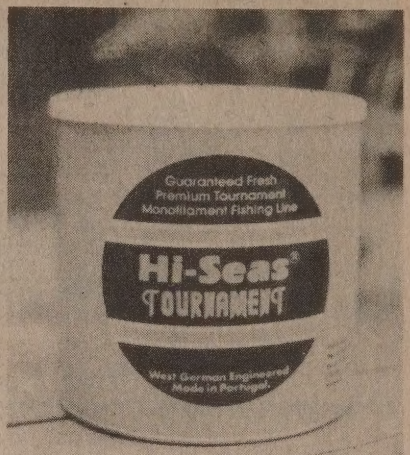
feature of the Phoenix 29. The new 200 hp, TAMD 41 now adds a new dimension of performance to Phoenix Marine's popular sportfisherman. Fuel options to 260 gallons mean a day's fishing in the offshore canyons or extensive island cruising can be accomplished in comfort.

A variety of power options is only one reason for the Phoenix 29's popularity. A spacious forward cabin has vee berths with a filler cushion and abundant storage. The fully carpeted main cabin highlights a unique dinette table that converts to a cocktail table or a double berth with storage beneath.

The galley, complete with 4 cubic foot AC/DC refrigerator, stove and stainless steel sink makes meal preparation a snap. The roomy head compartment has a vanity and telephone style shower.

Like all Phoenix boats, the Phoenix 29 is built with a one-piece inner liner that forms the cabin and cockpit soles throughout the boat and includes the berth platforms and shower pan. Using a special compound developed by Phoenix, the inner liner is bonded into the hull, forming a strong unitized fiberglass structure that eliminates the vibration and twisting common to many fiberglass boats.

For more information about the Volvo powered Phoenix 29 Flybridge Cruiser or any of the other exciting new Phoenix models for 1987, contact your nearest Phoenix dealer or write to Phoenix Marine Enterprises, Inc., 1775 W. Okeechobee Road, Hialeah, FL 33010 or telephone (305) 887-5625.



HI-SEAS TOURNAMENT LINE

At AFTMA, Hi-Seas Industries introduced Hi-Seas Tournament line to complement its broad range of premium quality fishing line and accessories.

Hi-Seas Tournament is made from new copolymer blends that are molecular-bonded by special engineering technology resulting in a small diameter line with superior strength and low line memory.

It is completely computer controlled throughout extrusion. The conditioning process affords a constant diameter for high tensile and knot strength and does not compromise casting, spinning, hooking power or feel sensitivity.

This West German engineered Tournament line is packaged in smartly designed protective cans that guarantee a clean, fresh line for the angler. Air and light cause all monofilaments to age and become brittle, losing their flexibility and strength. Hi-Seas Tournament is sealed to guarantee you the freshest possible line.

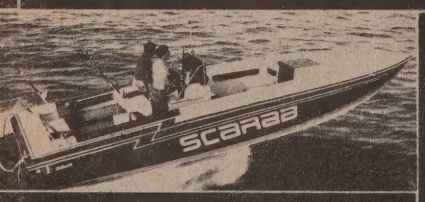
Hi-Seas Tournament fish line will meet the challenge of the best fishermen within IGFA class requirements.

READY TO USE WORM BEDDING WITH ADDED NUTRIENTS

Willy's Bed and Breakfast, Romeo, MIchigan, introduces their special formula perfected and used by a professional worm grower. Much more than simply a "holding" bedding, Willy's is actually a "living" environment enriched with added supplements, including food, to nourish and protect the worms.

Worms will not only grow, but reproduce and Willy's Bed and Breakfast will actualy revitalize undernourished and neglected worms. The formula is pre-mixed and ready to use right from the package with no messy preparation required. Simply replace

Yamaha Powered Wellcraft 230 Coastal



Yamaha Powered Wellcraft Scarab Sport

Yamaha Powered Wellcraft 250 Coastal

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They're so fast...so powerful...they give you an almost unfair advantage. And boy, does that make those fish angry!

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- 199 E. Montauk Hwy. Lindenhurst, L.I. 516-225-0001
- 81 Ft. Salonga Rd. (Rt. 25A) Northport, L.I. 516-754-0160
- 2835 Flatbush Ave. Brooklyn, N.Y. 718-377-7310

the bedding as worms eat it down. Castings and used bedding make a great potting soil too!

Air-tight packages are sealed in convenient carry cartons of 2 and 5 pounds.

Please send inquiries to: Willy's Bed and Breakfast, P.O. Box 433, Romeo, Michigan 48065.

1988 FISH NAUTIQUE

As a 23 foot center console craft, the 1988 Fish Nautique is uniquely suited for the offshore sportsman. The deep V hull slices cleanly through the swells, producing an amazingly smooth ride. Responsive power and consistent performance are inherent from the Fish Nautique's inboard drive system.

A spacious cockpit provides plenty of room to move. Generous storage areas keep gear and equipment near and available when needed. Ample space remains on the center console for radio, depth finder and other instruments.

In the spirit of quality craftsmanship, Correct Craft designed the Fish Nautique for unmatched performance on the open waters.

NEW ULTRA-COMPACT, WEATHERPROOF RADARS FROM RAYTHEON

Raytheon Marine Company, the creators of the world's first raster scan marine radars, has taken another quantum leap forward in advanced engineering technology. Raytheon's new 16 mile R20 and 24 mile R21 Raster Scan Radars use the latest in Large-Scale Integrated (LSI) circuitry to significantly reduce display size, while increasing capabilitites and providing unparalleled reliability. Rugged, weatherproof and easy to use, these are the first raster scan radar displays small enough to fit easily into most overhead instrument panels.

"Enormous amounts of intelligence have been packed into the LSI chips for this new generation of raster scan radars," said Raytheon's Carsten Peters, Marketing Manager. "The results are dramatic! The best news is we're planning to introduce these small boat radars at very competitive prices."

Raytheon's new radars provide exceptionally bright displays with chart-like clarity, on seven inch diagonal screens cleverly designed to provide target viewing areas that rival the size of nine inch radars. Yet, these new radar displays have enough room for on-screen readouts, including Loran TDs or Latitude and Longitude (when interfaced with Loran C receivers having proper NMEA 0182/0183 outputs), alpha/numerics and bar graphs showing operating conditions, including tuning, gain, sea and rain clutter settings.

Raytheon's R20 Radar has a printed circuit board antenna, housed in a low profile radome, which won't foul rigging. The narrow, four degree horizontal beam width provides out-

3

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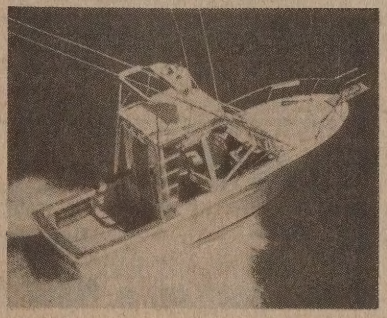

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- Walk-Around Cuddys
- Split Consoles

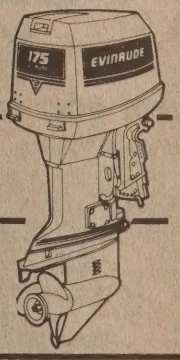
From 18' to 32'

— See On-Land Display —

BIMINI 24

Exclusive L.I. Dealer Inboard 24' Sportfisherman

See Our On-Land Display



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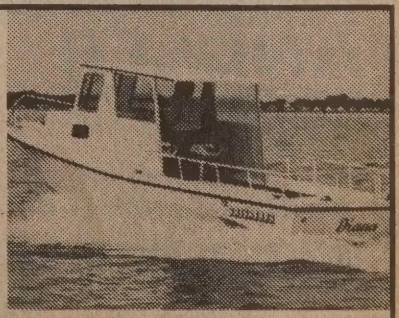

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standing target resolution. Raytheon's R21 Radar, with a three foot, open array antenna, has 2.8 degree horizontal beam width for exceptional longer range performance.

Electronic Bearing Line (EBL) and Variable Range Marker (VRM) make it easy to measure bearing and range to any target. Adjustable SeaGuard rings warn of potential collision danger and show points of intrusion to protect a full, 360 degree area. Other features include target expander to enhance weak targets, picture "freeze" for extended study and interference rejection, rain and sea clutter controls to minimize interference from other radars, weather and waves. Interference rejection can also be turned off, when desired, to pick up RACON beacon signals.

By displaying Loran Lat/Long or TD readouts on the screen, these radars reduce the need for operators to take their eyes from the helm, and also serve as limited Loran repeaters for second station use.

The R20 and R21 Radar displays are fully gasketed for exceptional weather protection. Each measures 10 inches W by 9½ inches H by 8-5/8 inches D, with mounting bracket and weighs 13.2 pounds (8¾ inches by 8-1/8 inches by 8-5/8 inches, without bracket; optional recessed mounting kits available). The R20 radome antenna is 24.4 inches in diameter by 11 inches high and weighs 20.9 poundS; the R21 open array antenna is 37 inches W by 16 inches H and weighs 44 pounds.

Manufacturer's suggested list price for the R20 Raster Scan Radar is $2,295 and $3,295 for the R21 Raster Scan Radar. Raytheon offers a two year limited parts warranty with one year free labor by any of its U.S. dealers and worldwide service network.

For more information on the new Raytheon R20 and R21 Raster Scan Radars, contact: Raytheon Marine Company, 46 River Road, Hudson NH 03051 USA; (603) 881-5200.

SUPER LUBE: MORE THAN A PENETRANT

The revolutionary all-weather waterproof lubricant that is ideal for auto, marine and household use. Its unique Teflon formula quickly changes from a penetrating spray to a clear long-lasting protective grease. Unlike other lubricants, Super Lube stays where you spray it—it won't drop or run. One spray of Super Lube and you'll see the difference.

Most aerosol lubricants only do half the job; they penetrate, but quickly disappear or gum-up. Super Lube with Teflon penetrates, reduces friction, prevents rust and corrosion and sets up a long-lasting grease barrier that keeps lubricating for months.

Super Lube is available in aerosols, tubes, cartridges, tubs and pails.

For more information, contact Super Lube, Inc., 24 Da Vinci Drive, Bohemia, NY 11716; (516) 567-5300.

V4, V6 AND V8 COUNTER ROTATION MODELS HIGHLIGHT 1988 EVINRUDE PRODUCT LINE

Evinrude, the world's first outboard manufacturer, will expand its 1988 product line to include counter rotation models in all horsepower ranges, 140 hp and up, except the 175 hp. Counter rotation models will be available in the 25 inch shaft length of 140, 150, 200, 225, 275 and 300 hp models. When combined with a standard rotation model equipped with power steering, the result is a propulsion with torque-free steering. This gives a stable, steady running boat with effortless precise steering.

All counter rotation models will be shipped with a dual lever binnacle

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Graceful & Rugged, a big offshore deep vee hull that runs dry and fast. Self bailing, built-in bait and fish boxes, storage for 10 rods, 7' v-berths with storage underneath, 65 gallon fuel capacity & more!

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MERCURY OUTBOARDS

mount control box with twin trim and tilt switches in one control lever. A special wiring kit is included having a pair of ignition switches with a common key and a bezel for dash mounting. For added convenience there is a single emergency ignition cut-off switch which will shut off both motors.

Counter rotating motors provide torque-free steering which is most notable at higher power settings such as during acceleration or at cruising speeds and above. Counter rotation also neutralizes the torque effect resulting from over trimmed, or under trimmed, motors at high power settings.

All 1988 Evinrude counter rotation models will include standard Evinrude features such as a one piece forged crankshaft for increased durability and corrosion protection features, including special sacrificial anodes that protect motor metal from corrosion, corrosion-resistant water pumps with stainless steel liners and a special 13 step preparation process before a drop of paint is applied. All counter rotation models also qualify fo the OMC 1 + 2 three year warranty protection plan.

For more information, contact Tom Anderson, Evinrude Motors, 4143 N. 27th Street, Milwaukee, Wisconsin 53216; (414) 447-5734.

NEW HAYES LUBE SYSTEM

Hayes Axle, Inc. has announced a major addition to its line of running gear products. The company's Hub Lube System, a pressurized method of protecting submersible end units from corrosion, wear and water entry, is the only full flow and pressurized system available on the market today. Patent is pending.

For strength and durability each Hayes Hub Lube unit is composed of a machined solid steel spindle and cast hub. A spring loaded piston allows for expansion of grease as the system heats up and cools down. Hayes equips the assembly with a spring loaded double-lipped seal, and a tight fitting positive "O" ring seal to insure that grease stays in and water stays out.

Other quality components include a non-corrosive grease cap and optional chrome lug nuts. The Hayes Hub System is available with hydraulic drum or hydraulic disc brakes and for a variety of axle styles and sizes up to 3,500 pounds capacity.

As a single source supplier of quality running gear systems, Hayes offers a full line of axles, electric brakes, hubs, drums, spindles and wheels for the light trailer industry. Covering both national and international markets, the company has six locations nationwide plus a network of authorized distributors with corporate headquarters located at 400 Harvey Road, Seminole, OK 74868.

For more information, call toll free (east of the Mississippi) 1-800-535-9672 or (west of the Mississippi) 1-800-922-9030.

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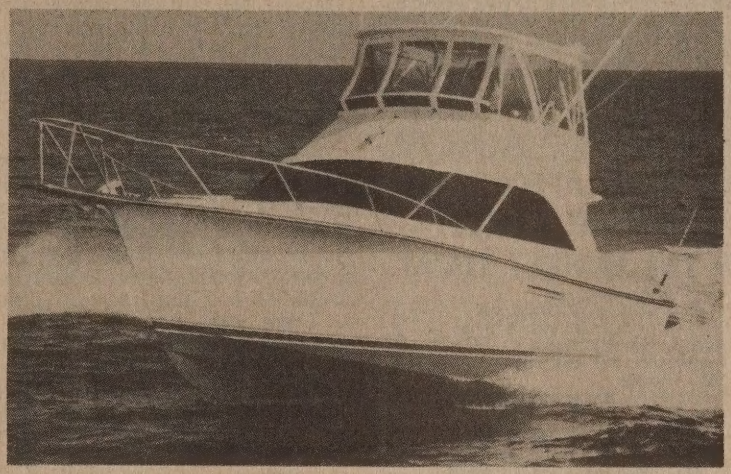

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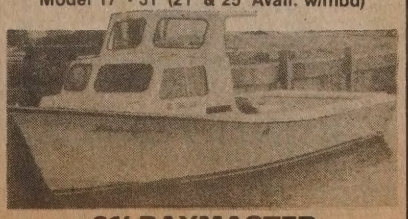

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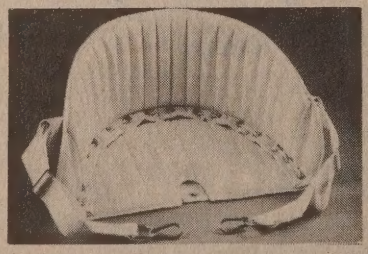

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Boats For Anglers

AQUASPORT OSPREY 222

by Pete Barrett

Stepping aboard the new Aquasport Osprey 222 brought back a wave of memories. I had owned one of the original 222s back in 1975 to 1977 and had many good fishing trips on that boat. We traveled to Connecticut, Martha's Vineyard, Cape May and Chincoteague, but most of the time we fished together off North Jersey waters. Standing behind the console of a new 222 at Clark's Landing Marina in Pt. Pleasant, New Jersey it was hard not to have visions of 40 pound striped bass, schoolie bluefins, weakfish and alligator sized bluefish.

There were several pleasant surprises in store as I checked out this old friend. First was the speed—this baby could fly! Rated for 235 horsepower, it was a far cry from the single 135 I had on my old Aquasport. The rig I ran for the demo had a single Mercury 225 and was able to hit speeds in excess of 40 knots as read off the Northstar Loran in the electronics box.

With a modified vee hull configuration with 12 degrees of deadrise at the transom, the Osprey series will never win speed contests running directly into a rough 4 to 6 foot ocean sea, yet back in the bays she'll run like the wind and get you through some very skinny water. Easing off on the throttle to cruise speeds of 20 plus knots will take the 222 through most ocean seas with a pleasant and reasonably dry ride for a center console.

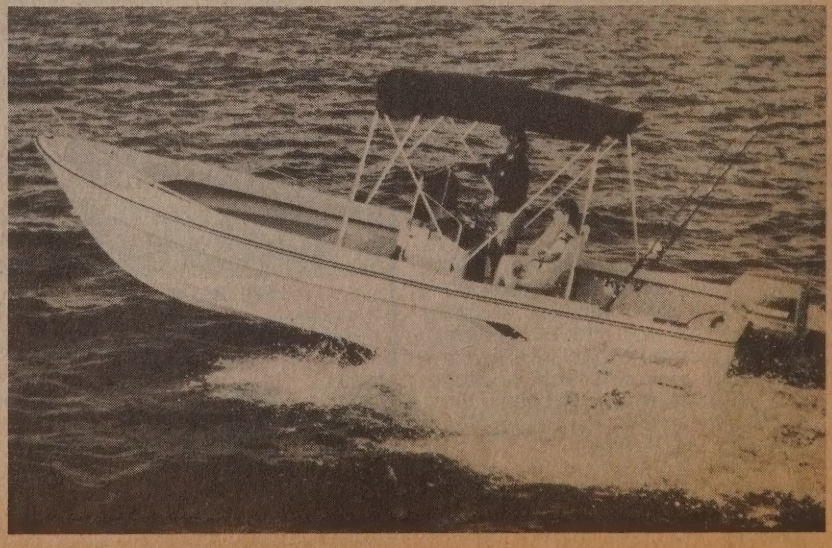
At trolling speeds she's stable as a table top and runs very well in a beam sea and in a following sea. If sheer speed is your thing, in a rough ocean, you'd do better with one of the deep vee Aquasport models, but if fuel economy, a stable ride and the ability to run in inches of water is your ticket, then this skiff is a top choice.

One feature I particularly liked in my old Aquasport has been retained in the new version: a huge storage compartment in the raised casting deck. It can be used as an enormous fish box since it drains overboard or it can store what seems like a basement full of tackle and gear.

There's room in the compartment for long anchor lines if you anchor over wrecks or offshore lumps, chum boxes and the various stuff sharkers use, tackle boxes full of diamond jigs and bluefish trolling lures and, of course, life jackets.

All center console boats have lots of fishing room, but the Osprey uses every inch of deck space to make sure there's no wasted room. The gun'ls and covering boards overhang the deck and the deck itself runs within an inch of the outside hull so when you stand with your legs touching the gun'ls you don't have to lean forward to stand to get room for your toes.

Up forward the bow rail is aluminum and is fairly short which is better for fishing since it doesn't restrict angling room. The anchor locker is built right into the small foredeck and the space can hold a small Danforth and short anchor rode. If you anchor in deep water you'll need to store ex-



tra line in the large deck hatch.

The raised casting platform is about ideal height and you can rest legs against the sides even when the boat is rocking to maintain a steady standing position.

The console is well done. It isn't large and therefore, complements the open style of the Osprey very well. There's plenty of room at either side for anglers to walk past the console without feeling like they are squeezing through a narrow opening. The windshield is low for excellent visiblity yet good water protection for the top of the console itself. There's a molded electronics locker that will hold radios and a small loran. Space is available on the console for in-dash mounts of temp gauges, digital depth gauges, speed indicators and all the engine instruments. There's space to mount a graph recorder on top the console.

Aquasport mounts the wheel slightly off to the right side which again I liked so the skipper isn't crowded in the center unable to move because other anglers are squeezing in from the side. The grab rail is aluminum and very sturdy. Access to the inside of the console is at the rear. The front console seat serves as a resting place for tired butts and is insulated to keep refreshments cool.

Under the gun'ls there is plenty of room for stowing rods, gaffs,mops and tag stick. Aquasport provides teak mounts for four rods per side, but anyone handy with teak, or the dealer, can easily double this carrying capacity.

A new addition to the latest model is the installation of a live well just ahead of the transom. At 15 gallons it will hold a lot of live bait or help keep fish like fluke, sea bass or small weaks alive until you get back to the fillet station at the dock.

The transom is the now universal 25 inch height so twin outboards can be hung off the back with no problem.

With a white nad gray hull accented with blue stripes, gray nonskid decks and contrasting white console and sides, the new Osprey looks great. The workmanship on the boat I looked at was neat and clean, the wiring harnessed, the hardware as good as can be installed on any boat.

There's a long list of factory options and also a large selection of after market add-ons like T-tops and rocket launchers. The Osprey should appeal to a wide audience. It's priced right, has good value and is well made.

* * *

SPECIFCATIONS:

Length	22'2"
Beam	7'11"
Weight	1,800 pounds
Draft	11"
Fuel Capacity	70 gallons
Maximum Horse Power	235

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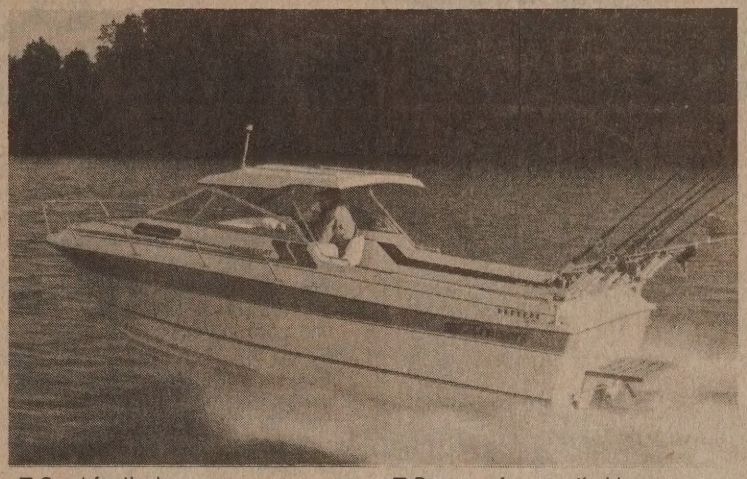

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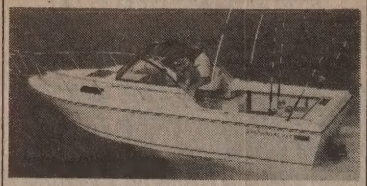

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Product Review

SI-TEX EZ-97 LORAN

by Pete Barrett

Once the toy of the big boats, Loran receivers are now found on most sport fishing boats from 17 footers on up to custom sportfishermen. A walk down the docks of any marina will confirm this as you count Loran antennas with the telltale coupler at the base of the fiberglass whip.

All Lorans have come down in price and up in features. That's why so many of us can afford to scrape enough nickels together to buy these great fishing tools. Just as important as lower prices is the reduction in size that allows modern Lorans to fit into small installation areas. Every boat does not have generous amounts of room for electronics and size can be critical when it comes time to purchase a new Loran.

The Si-Tex EZ-97 fills the requirements of fishermen with ease. The price is right at well under the $1000 mark, it has every possible navigational feature needed and it is presented in a package that will fit on any boat: freshwater bass boat or saltwater canyon runner.

Si-Tex has been a leader in Loran technology and for many fishermen, the company is virtually synonymous with Loran since so many boats have Si-Tex receivers installed on them. Never a company to sit on its laurels and wait for the competition to get ahead, they have continually upgraded their Lorans with new features and new technology as it became available. The EZ-97 is a good example of this philosophy.

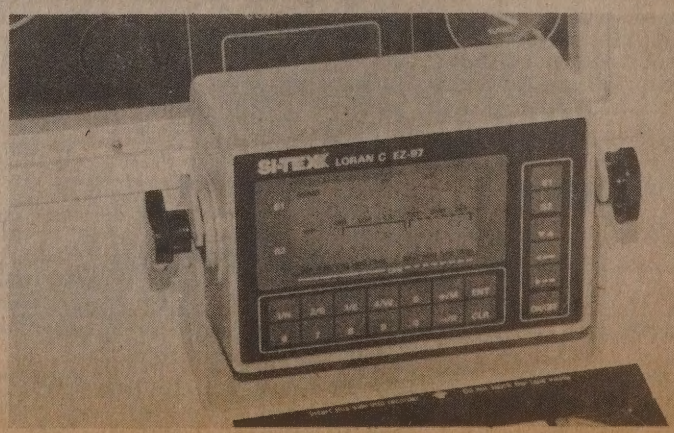
The EZ-97 is the latest version of the 787/797 family of Lorans recognized as being the first successful small sized, full featured Loran receivers in the marine electronics industry and there are literally thousands of them on boats from Maine to Florida.

On the outside the main difference from the older units is the change from a vertical shaped case to a wider, lower case. This does make the EZ-97 much easier to install. My unit is mounted in a tower console to keep it out of bad weather, excessive salt spray and scorching summer sun. Space is restricted, but the unit fits in with room to spare. The EZ-97 will also fit into radio/glove boxes, on top of small consoles or helm control panels, in overhead electronics boxes and can be flush mounted for custom mounts in a bulkhead or behind a plexiglass panel. Many freshwater bass fishermen are now using Lorans and the EZ-97 will fit on top of a small bass boat console.

Changes inside the unit have made it simpler to use than the previous models and it should take a first time user a short time to become familiar with the controls and key pad. Since I had used a 797 before this EZ-97 it only took a few minutes to become accustomed to the slightly different operation.

To make things real easy for new Loran buyers, Si-Tex includes a VHS video that explains in detail how to operate the EZ-97. The video is terrific. It takes the owner step by step in a clear, concise manner and complete mastery of the control panel should be very easy. Si-Tex deserves a big "Hurrah" for this innovative approach to teaching how to use a Loran.

The EZ-97 uses the traditional Si-Tex Up and Down, Right and Left Arrow keys to select the operational function the user needs to navigate or



determine a position. There are two lines of display: the basic Loran TD or LOP numbers and a string of abbreviated function names in small letters beneath the larger display numbers. The display is liquid crystal and contrasty enough to be read in bright sunlight.

The function bar on the top line includes the GRI, Loran LOP and L/L for latitude, longitude. By selecting the Up arrow key the top function can be selected for operation. Pressing the Left arrow key will sequence through the three functions. When the GRI bar is lit, the GRI will be displayed. When the LOP bar is lit the Loran TDs will be displayed.

If the LOPs displayed are not ideal for your fishing area, press the S1 and/or the S2 key pads to scroll through the TDs to get the proper secondaries. In the Northeast most of us use the 25/26000 secondary as the top line and the 43/42000 as the bottom line. Press the S1 or S2 key a second time to lock the displayed secondary. The unit will remember these secondaries even after the receiver is turned off.

To perform simple navigation functions use the Down arrow key. The Left arrow key will scroll through WP for Waypoint, TTG for Time to Go to the waypoint, STG for the course being Steered, HDG for Heading and CMG for Course Made Good.

The Right arrow key will scroll through DIST for Distance to the waypoint, HDG for Heading to the waypoint, SPD for Speed over Ground and VMG for Velocity Made Good.

Wayoints are "punched in" by selecting the WP function on the top line and then using the numerical key pads to select the waypoint TDs. While trolling or cruising, if you see something you want to remember for future reference, simply press the + M key pad for instant input into the memory bank.

The Si-Tex EZ-97 is a powerful unit despite its small size. I've used one for most of this past season and have bene enthusiastic about its ease of performance, reliability and durability. There has been no down time, it acquired the signals quickly and has shown no ill effects from salt spray or moisture. The membrane key pads reacted quickly to finger touches and the epoxy finish has shown no signs of blistering from salt corrosion.

It is capable of much more than described in my brief outline of this excellent receiver. If you are considering a new EZ-97, check it out at the upcoming Fall boat shows. Si-Tex reps or local electronics dealers will have the unit on display and active so you can go through a dry run of the key pads and the general operation. The simple instruction book and the video will leave no questions unanswered.

* * *

Manufactured by: Si-Tex Marine Electronics, P.O. Box 6700, Clearwater, FL 33520; (813) 535-4681.

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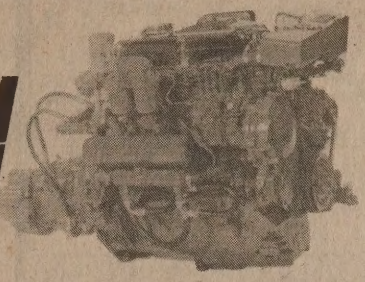

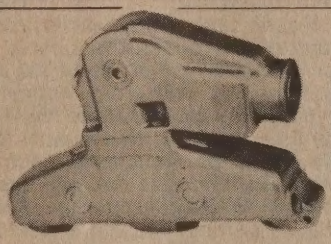

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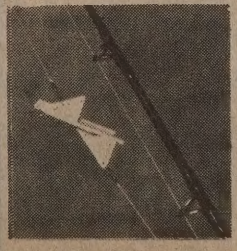

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The Tackle Doctor

by Ken Freel

Dear Doc,

I've recently purchased a Rebel swimming plug and it worked very well until after I caught three fish with this lure. Now it tends to swim off to the right side as I retrieve it. It looks just the same as before but I can't figure out what's wrong with it. I'd hate to throw out this plug after only three fish. I cast from the jetties and the surf for stripers and blues. Can you help? *Justin Kauffman.*

Dear Justin,

It seems to me that you've probably bumped the lure up against a jetty rock unknowingly or maybe the strain from the fight with a big chopper blue or bass may have bent the line eye on the lure just a bit. This is easy to rectify with a pair of pliers. Since your lure is swimming to the right, the way to fix it is to move the eye ever so slightly to the right. This should bring the lure back on course. Be sure to move the eye ring just a tad or the lure will start swimming the other way, to the left. Remember, whatever way the lure is swimming, you move the eye in that same direction to correct the problem.

Dear Doc,

I am looking for a product that a lot of people tell me they've heard of but can't tell me where to buy it. This item is called a salmon "tailer." It is a snare-like wire with a wooden dowel at one end for a handle. Put around a salmon's tail, it is used to pick the fish up out of the water.

I have tried tackle shops along the coast of Maine because of its use on Atlantic salmon, but the shops told me to try up around the Great Lakes. The tackle shops at the Great Lakes said to try more saltwater tackle shops as this is sometimes used for blues.

If you have heard of anyone who carries this unusual product, I would appreciate the name and address of same. *Wayne Martka.*

Dear Wayne,

It is an unusual tackle item as I checked with a few local tackle shops along the shore area and found that they did not carry it. And the tackle shops that were called handle just about everything the fishermen could think of. In any case, a word or two with our National Advertising Direc-

tor, Gary Caputi, got his mind ticking and he knew right away what company handles this fish tail roping item. It is available from the Orvis Company, Manchester, VT 05254 and it is called the Scottish salmon tailer, as it is imported from Scotland. It is Product No. JA 2919, price $75 and phone order number (802) 362-1300. Glad to help you out.

* * *

Dear Doc,

I've been a reader for three years and have been wondering if sharks that are caught and have been tagged are legal to keep? I have been told by some people that it is okay to keep the fish, but you have to report it; others say it is not legal to keep the tagged fish. I am confused. Could you shed some light on this tagged fish situation? *Ed Fallin.*

Dear Ed,

The basic rule of the sea as far as fish go is that if you bring the fish onboard, it's your fish. This applies to all tagged fish as well. Tagging is done with the hope that the released fish IS caught at some future date. When a tagged fish is caught again and the information such as length, weight location and date of capture is sent to biologists, then the life history of a certain species can be pieced together.

Tags act as a sort of unmechanical tracking device because when a tag is first put into a fish the person tagging it records length, weight, location and date. After the fish is released, it goes on whatever usual route and feeding pattern that instinct has programmed it to. One of the most important elements in this whole tagging process is when the person or persons who capture a fish that has been tagged sends in the information to the appropriate research center. Once the cycle of tagging, releasing and recapturing is complete and the information is sent in then the biologists can get an idea of the life habits of this important live resource.

Sending information is easy since the tag itself will have the address printed on it. In the case of the shark tags, the address is encapsulated within a small plastic cylinder with a screw-off top. Besides recording all the information about the fish as accurately as possible another essential item to record is the tag number itself. Without the tag number biologists will be unable to match up the tag with their file records. Remember to record the number of the tag as well as the other important information.

Although much has been written about sharks and most people know what one looks like, little is really known about their migratory habits, growth and birth rates. If you'd like more information on sharks and shark tagging then write to: National Marine Fisheries Service, Naggagansett Laboratory, RR 7, South Ferry Rd., Narragansett, RI 02882, Attention: Mr. Jack Casey.

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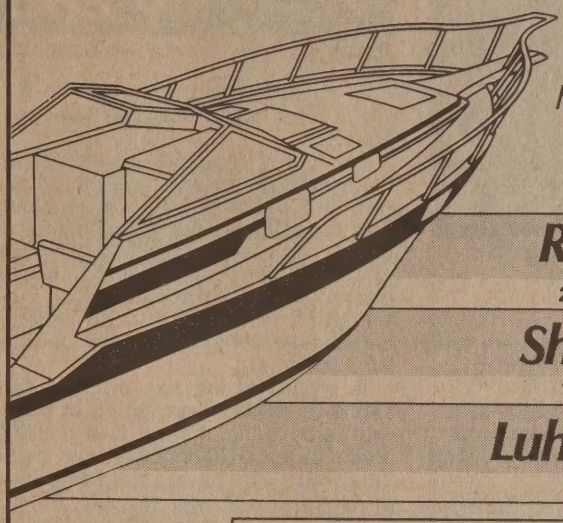

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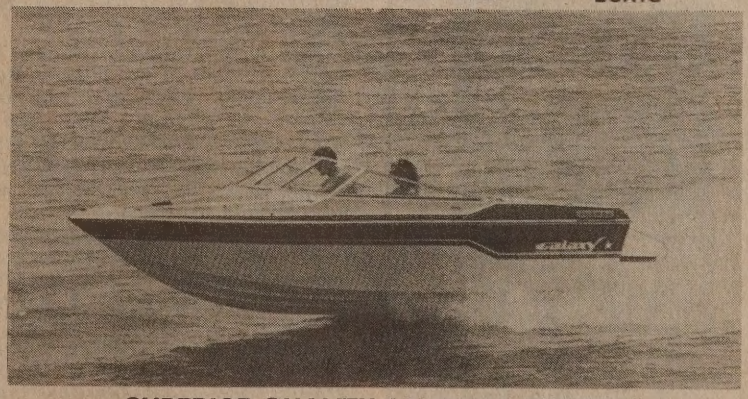

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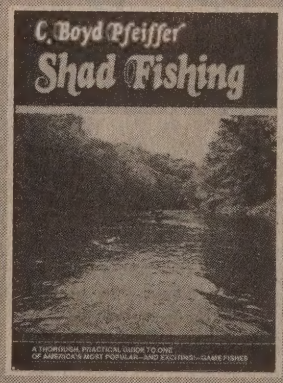

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Dock Lines

by Eric Burnley

Dear Eric,

A question and then a note to Mr. Jim Lyons concerning his fuel problem.

I am going to purchase a fish finder in the $600 price range. Is there an advantage to the paper type recorder over the LCR readout types? Would a through the hull transducer be more practical than one mounted to the transom? I would appreciate any information concerning depthfinders, because I want to keep this new unit for a long time.

In regard to the fuel problem Mr. Lyons is having, I am going through the same thing. I have had a 1972 Mako 22 foot CC since it was new. This year I was having the same fuel problem; it was very slow to fill up with fuel. I did speak with my Marine Service Department and they said the problem could be caused by a crimp in the line or a vapor lock created by very hot weather. In order to do a complete check they would have to remove the center console. This would be expensive; they advised me it would be better to live with the problem. My vent cap was really corroded and I have a new one on order. I am sorry to say that with the vent cap off, I still had a problem with the gas flow.

C. John Boyce.

Dear John,

The choice between a paper machine and one of the liquid crystal display units is not easy.

The paper machines draw a very precise picture of the bottom including wrecks, rocks and any other sizable obstruction. They are so precise that many are used by search and rescue squads to locate sunken boats and the victims of such tragedies.

The same paper that is used to draw these pictures also creates the disadvantage of these units. Paper can only be used once so you must replace it when the roll runs out. The expense is not great when compared to fuel, bait, dockage and all the other boating costs, but it does cost money. The stylus and other moving parts used to mark the paper also need occasional service and replacement.

The LCD units have no moving parts and they do not use paper, so once the depth sounder is on the boat no additional expense is required. On the other hand, you don't have a hard copy record of your fishing spots although some of the newer LCDs will store a picture of the bottom that can be recalled at the touch of a button.

The screen on an LCD can be difficult to read on a bright, sunny day especially if you wear Polaroid glasses. I understand some of the newer units have overcome this problem, so check with the dealer beore you make your purchase.

I have operated both types of depth sounder and I don't think you will be disappointed in either type. The graph recorder has been around for a long time, while the LCD is the new kid on the block, but both are serviceable and reliable.

As to the transducer, I suggest mounting it on the transom. A through hull installation should only be done by a reliable boat yard as a failure in the mount can cause your boat to sink.

If you have any problems with the transom mount you can move the transducer inside the boat and shoot the signal though the hull. The transducer is placed in a piece of PVC pipe cut to fit the hull and epoxied in place. You put the transducer in the pipe, fill it with water or mineral oil and cap it off. Check your installation manual for more detailed instructions.

Thanks for your comments on the slow fill gas tank. I agree with your dealer that the problem is not serious enough to have the console and the tank removed.

* * *

Dear Eric,

I recently bought a boat, a 1975 25 foot Classic. It is powered by a 233 hp MerCruiser with a 351 Ford engine. What I'm looking for is information on this boat. The company I found is now out of business, I believe in 1981. What I want to know is the weight, fuel capacity, how to get to fuel tanks, etc., Do you know where I can get information on this boat?

Charles W. Martell.

Dear Charles,

Once a boat company goes out of business it can be very difficult to find the information you need. I suggest you begin your search with any local dealer who carried the Classic line before they stopped manufacturing. If you can find such a dealer he may have old service manuals that would answer your questions.

You can get the manuals for your engine from MerCruiser Stern Drives, 1939 Pioneer Road, Fond du Lac, Wisconsin 54935; (414) 929-5000. Send them the model and serial number of your motor and they can supply the operator's or the service manual. There is a nominal fee for both of

these publications, but it is well worth the cost.

* * *

Dear Eric,

I am in the market for a new boat. My main interest is fishing inshore for fluke and bluefish. Occasionally I might venture further out, but never more than five miles.

I will be trailering the boat, with a Bronco II, to freshwater lakes for some bass fishing.

With all the good choices on the market, I have narrowed it down to a Starcraft 16 foot center console with 50 hp or Sea Nymph GLS 175 with 50 hp.

Please give me your opinion on how you feel this setup would handle the waters mentioned? Do you feel I should go with a larger boat? Aluminum or fiberglass?

I read The Fisherman and your columns every week. *Dino Cerdeira.*

Dear Dino,

It sounds as if you have done your homework and have a pretty good handle on what you want. Either of the two boats mentioned should serve your purpose and would trailer easily behind your Bronco II.

As I am sure you have discovered, no boat is perfect for every situation. Every boat is a compromise one way or the other.

You have indicated that your main interest is fishing for fluke and bluefish on the inshore grounds or working the larger lakes for bass. A 16 foot aluminum boat with a 50 hp motor is perfect for this type of action. You could get by with a 14 footer, but why cramp yourself into a smaller boat if you can afford some extra room?

The compromise comes when you decide to move offshore and have to contend with inlets and ocean waters. On a good day, winds less than 10 knots, you will be safe in the 16 footer, but you would have more flexibility if you were fishing from a larger, heavier boat. Of course, the larger boat would be out of place on the bass ponds.

As to the choice between fiberglass or aluminum construction, both have advantages. The aluminum boat will be lighter than fiberglass and require a smaller engine to get up on plane. Aluminum boats are generally less expensive than the same size fiberglass boat and are usually less expensive to operate.

Depending on the hull design a fiberglass boat, being heavier, will normally ride smoother in a choppy sea. Very few manufacturers produce an aluminum boat more than 21 or 22 feet in length as the cost to build these larger boats out of aluminum is prohibitive. Running fast in heavy seas or trailering over rough roads can cause the rivets in an aluminum hull to loosen and while this is readily repaired it can be an annoyance.

I have owned aluminum and fiberglass boats and both filled every duty they were called upon to perform.

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FOURTH ANNUAL SURF BLUEFISH DERBY

by William A. Muller

It's hard to believe this is the fourth annual Bluefish Surf Derby, because it seems like just yesterday that we embarked on this effort to hold local fishing tournaments to generate funds for recreational fishing self-help projects. Of course, you'll remember that the first tournament was the surf bluefish event which was followed by flounder and fluke events.

So, the granddaddy of them all looks like it will be another winner. Each year more and more fishermen participate. If memory serves me correctly, there were a little over 300 entries the first year, about 700 the second year, and last year about 900.

The support for this event isn't difficult to understand. People in our area recognize the value of supporting, through entry fees, a self-help project that allows for enhancement and improvement of fishing in our area. Of course, it takes awhile to accumulate significant funds to "make a big splash." Yet, we have already been able to fund a few simple projects such as the fish cleaning stations and the four wheel drive parking area at Gilgo in conjunction with L.I.B.B.A.

L.I.B.B.A. has been very supportive of the Surf Tournament as well as The Fisherman Sport Fishing Fund. Here, President Bob Luchesse weighs in a fish.

Later this fall and into the winter you'll be hearing about additional projects as we attempt to put fund monies to good use.

Fisherpeople in our area are also happy about having the opportunity to compete in a fishing tournament. Although there are plenty of tournaments around, most boast big entry fees and the need for expensive boats to fish offshore. These fishing events allow local families and individuals to compete without a big investment of money, equipment, time and planning.

Of course, we must give some of the credit for the success of this event to the bluefish, **Pomatomus saltatrix**. The abundance of very big fish in the surf in October plays a huge part in generating interest and enthusiasm. Of course, nobody can guarantee that the tournament weekend will provide blitz fishing. Last year, about 10 days of torrid fishing prior to the event fizzled on "game day." However, what's to say that this year the opposite won't hold true. In spite of the fact that the weather during last year's tournament resembled July more than October, plenty of big fish were caught. Sure, everyone wants blitz conditions for this event, but even a slow pick means lots of fish.

I mention this because there seems to be a tendency for some surf fishermen to wait until the last few days to register because they want to see if the fishing will be good. That just doesn't work out. You all know that fishing can stink for days on end only to get great within a matter of minutes. Waiting till the last minute can hurt you. In fact, it can shut you out. Remember, if you wish to register by mail that the deadline is about a week prior to the event, and if you wish to register in person your last minute intentions may be thwarted by a family emergency, unexpected work load, or just plain forgetfulness.

When you register early it is easier for us to provide you with paperwork, rules and giveaways. It's also easier on you: no lines, no hassle, no fuss. In short, we urge you to register early.

There'll be plenty of fish, don't worry. Already, in early September, as I write this, there have been some blitzes. That's a good sign that the fall fishing will be great. I know that I'm looking forward to it and so are all my surf fishing buddies. It's been a long time since the overall surf picture looked this rosy.

With so many fish around, you don't have to be a pro to have a good chance to win in this tournament. In the previous three years all types of surf fishermen have won: young people, senior citizens, people with expensive four wheel drive vehicles, and people with old beat up cars that barely run on concrete let alone sand. There have been anglers with 13 foot rods and those with 6 footers, some who prefer plugs and others who prefer bait. There have been those who work the inlets, those who have special places on the ocean front and those with secret back bay locations. **Anyone** can win!

We've got cash awards for the first three spots: $500 for first, $250 for second and $100 for third. Fourth through tenth place winners will receive tackle prizes. This year's raffles have been bigger and better than ever. Raffle prizes include rods, reels, surf bags, plugs from Bomber Baits, and other quality equipment. We urge you to show up at the raffle and let me tell you that your chances of winning one over over 40 raffle prizes is excellent. Come to the awards ceremony with your entry proof and receive free beer from Natural Light, fill out one raffle entry (print clearly please) and then take a look around. A little arithmetic will tell you that your chances in the raffle are great.

What a difference a couple of years make. In 1986 and again this year, there'll be a huge tent on the lawn at Captree. ***Photo Dick Mermon.***

Please remember that your entry fee is only $5. Each year we try to give you fishing line and other goodies contributed by corporations in the industry to give you back as much or more of that five dollars as we can because we want you to get the most out of this event. Then, your $5 fee can be placed into The Fisherman Sport Fishing Fund where it will be used to make your fishing just a bit more comfortable and enjoyable, we hope.

We look forward to seeing you and we appreciate your ongoing support. Spread the word to fellow club members, friends and relatives. Let's get 2,000 folks entered in this event. Let's have a lot of fun, too, because that's what fishin' is all about. Take the kids, enter the kids; most days only short casts are needed.

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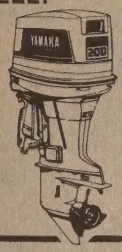

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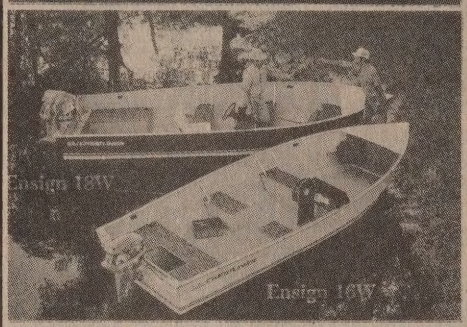

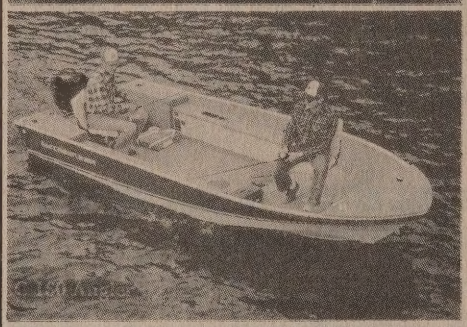

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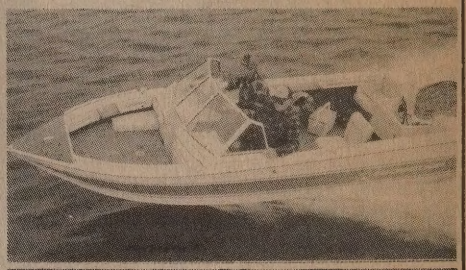

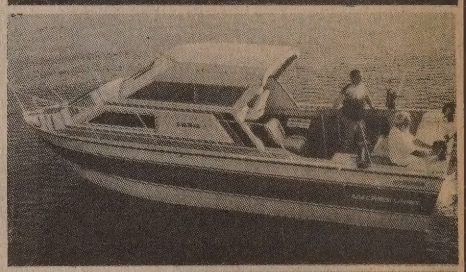

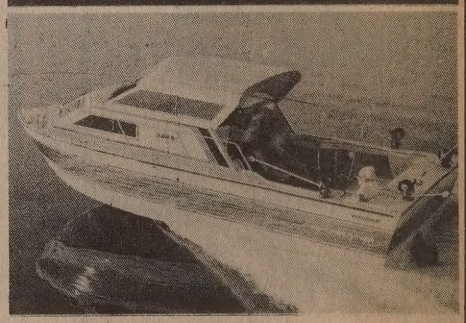

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AIRPORT BLUES

by Vincent Badame

As the month of August fades into fall, mossbunker and other forage gather inside Jamaica Bay where the nighttime bluefishing can become hot enough to make one block out the thunderous roar of planes taking off overhead.

If you are a city dweller from the big city, you might have guessed the location of this fall bluefish hangout. But for those of you with boats in tow but not in the know, let's do an "in-depth" study about the Jamaica Bay waters that border Kennedy Airport to see how anglers fish here for big blues as well as weakfish and cow bass.

Without a boat, you'll have a tough time fishing in the following areas. Arrangements may be made at Howard Beach's Marina (or at Smithy's on East 9th Road in Broad Channel) to rent or charter a craft to fish the airport area. Also for those boat anglers interested in renting a boat slip, the many marinas at the Crossbay Boulevard canal may be of service to you.

About your boat's size. Your vessel could be a 16 foot skiff with 15 horse engine, or small center console type. Although there are channels where large vessels could navigate, the sand bars that form inside Jamaica Bay aren't for pleasure craft that displace large amounts of water. Therefore, the waters near Kennedy Airport have become the small boat fisherman's paradise.

Now back to the fishy prospects of Kennedy Airport. Long before John F. Kennedy Airport (first named Idlewild) was built and became the noisy air traffic hanger it is today, the marsh shorelines with its fertile estuaries nearby played host to bluefish, bass, weaks, flatfish and hordes of baitfish. Even commercial fishermen reaped bountiful catches each year from these waters. Today (I'm told) some commercial men still harvest fish up inside Jamaica Bay and still support themselves. So even though the airport makes its noisy presence known to everyone nearby, the fishing doesn't seem to suffer as much as one might think. The fact is that dredging, done decades ago to open boat channels to permit construction barges to reach the lands that Kennedy Airport was built on, has created an ideal habitat for game fish.

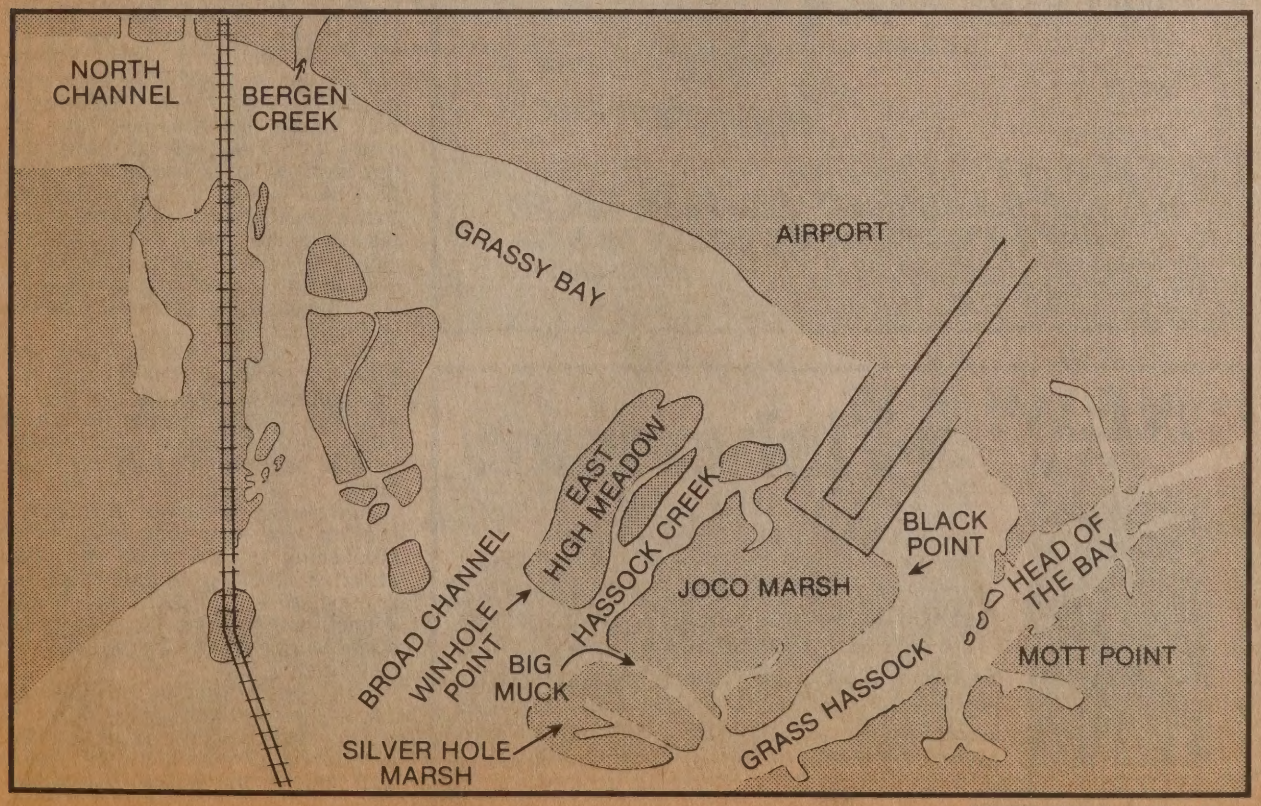
Starting from where the train trestle skirts the northernmost tip of Grassy Bay (where Bergen Basin empties into this bay), let's move from place to place and review each area to be fished.

Where North Channel heads under the train trestle into Grassy Bay is an area that's so-so, fishwise. With heavy boat traffic heading through there, fish are often spooked into other locales. But when all's quiet and with mossbunker milling around nearby, check Bergen Basin's mouth for this a bunker hangout. Big bluefish roam through this area to feed at dark.

I made mention of "bait" above. For a more successful fishing trip, bait instead of plugs are used more often when anglers seek fish in this area of the bay. That doesn't mean plug casting won't take some fish, for it will on occasion. Large white or yellow surface swimmers and poppers tossed into an exploding school of bunkers should take fish at night. But overall, livelined bunker and snappers, or chunks of bunker, will bring more bluefish over your vessel's rail.

Two ways to liveline mossbunker for bluefish are to snag one from a school, using a wire leadered 6/0 weighted treble hook and letting the baitfish swim right where you snag-

(Continued on next page.)



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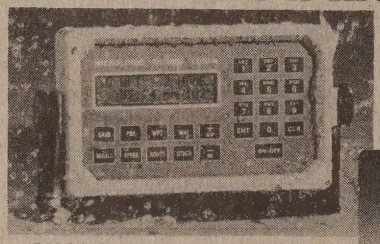
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ged it. However, without the know-how of telling where your bunker is snagged, a bluefish may make off with half of the baitfish without inhaling your treble. Instead, with a live well aboard to keep 15 or so frisky bunker (no bleeders) guarantees all in the live well will live longer, an angler double-hooks his live bunker to ensure that bluefish don't make off with just half the bait without taking your hook first.

To rig up your live bunker, attach 12 inches of 60 pound black braided wire to each of two 6/0 claw type hooks. Next, tie or crimp one hook's wire to the other hook's eye via a Crawford knot or, crimp wire to hook eye above. Add a 100 pound test black Rosco barrel swivel to the other hook's wire end. The first hook (with tail hook's wire attached to its eye) is planted two inches in front of the bait's dorsal fin. Don't hook your bunker too deeply in its backbone area! You'll kill your bunker if you do. Next, plant your tail hook through bunker's tail where baitfish's tail fin emerges. Or, as your angler prefers, attach a tiny rubber band to tail hook's eye and slip band over bunker's tail to hold tail hook in place. The bunker loses less blood the latter way—thus kicks longer. And you can set your bunker rig's tail hook home with a higher hook-up ratio when using a rubber band to secure tail hook on bunker.

Now comes the tricky part of when to set your hook when livelining bunkers. Eight out of ten times, a big blue will grab a hooked livelined bunker and speedily run off with the baitfish locked in its jaws. A fast three count, while letting the blue take line, lets the fish get one (or both) hook(s) in its mouth. Sometimes weakfish (or bass) may seize your hooked bunker and you can usually tell the difference by how fast the fish moves off with the bait. Weaks and bass will swim off slowly with your livelined bunker before swallowing the mossbunker head first. And when an angler believes that a weakfish (or striper) has taken his live bunker, the fisherman counts slowly to 15 (or longer) to allow enough time to pass so it can swallow the livelined mossbunker before setting the hook.

When using bunker as chunk and fillet bait, you cut your mossbunker into pieces to match the size of fish available. Larger chunks (or whole fillets) for 10 pound plus blues, smaller baits for "ruler-sized" bay blues.

And please, remember! All hooks—used or new—are kept sharp while bluefishing to hook more fish. Also attach a length of black 45 pound braided wire to your bait hook. Without either of the above your fish cooler will be on the "light side" by trip's end.

The shoreline from Bergen Basin to JoCo Marsh's runway extension is shallow and shouldn't be approached by craft larger than a dinghy unless you intend to scrape barnacles.

Switch on your depth finder to locate where (approximately 30 yards off the shore) the bottom depth drops from 15 to 27 feet. Also, farther out from shore there are bottom gullies that range down to 52 feet and are great places to drift weighted live bunkers or troll Danny Plugs at night. A tip here to achieve the ideal drift conditions is fish during northwest and southeast winds to push your craft parallel to shore (not against nor away from shore). Using a three ounce drail weight 5 feet in front of your livelined bunker can hook you up with bigger bluefish in Grassy Bay than the average fish cooler might handle. Included with those bluefish are a few weaks and cow bass that shadow the bunker schools at nighttime. Two areas to try your hand at this type of fishing are at the mouth of Broad Channel and Hassock Creek.

Broad Channel itself, when boat traffic is nil (weekdays from midnight to 4AM) is a good spot to chum bluefish to boatside. Frozen ground mossbunker is placed inside a pail with holes in its sides. Hung from the side of your boat, the thawing oozy ground bunker drifts down-current of your boat to call hungry bluefish from nearby areas. Then all you do is drift a chunk of bunker back into your chum line to connect with blues that have worked up your chum slick.

On incoming water, anchoring and chumming at mid-Broad Channel (where East High Meadow curves northeastward) draws bluefish from out of Grassy Bay. Then on the start of outgoing, re-anchoring off Winhole's Point will leave you little time to down a beverage as bluefish come into your chum slick from all directions. When this bluefish action starts to boil, a loudly popped big white popper can take blues faster than rebaiting will and it's a lot more fun, too!

Oops! Let me warn you that mosquitoes and sand gnats will ruin your fishing treks off Kennedy Airport if no insect repellent is used. Mosquitoes your author can live with, but those tiny gnats know how to twang a nerve! For a good insect repellent that drives the buggers batty, Cutter's Evergreen-scented cream has served your author well.

Steering ahead, at high tide you can scoot through Big Muck to reach Grass Hassock Channel. But at lower tides stages, take Broad Channel south along Silver Hole Marsh to arrive at Grass Hassock's southernmost end.

From Big Muck's entrance into Grass Hassock Channel and up to Black Point, water depths drop off fast close to the JoCo Marsh's shoreline. Twenty to forty foot depths are found all along here. When your author boat-fishes, double anchoring parallel to this shoreline gives all aboard a shot at blues.

Grass Hassock hosts some impressive-sized blues that on any given day could take the pool money on any Sheepshead Bay party boat. Twenty pounders are common here in the fall, therefore, your equipment had better be up to snuff to handle these brutes. A reel (such as Penn's Squidder) filled with 30 pound monofilament is wise. A medium-heavy conventional rod up to 7 feet will suit those anglers fishing from a center console craft.

The areas north of Black Point (off JoCo Marsh) can be the scene of a bunker slaughterhouse when blues push and corral mossbunkers into this area's bowel-like waterway). Closer to shore this waterway is shallow. But by the time you reach the midsection of this area, water depth bottoms out at 35 feet. Also, the Heady of the Bay sector of Jamaica Bay, northeast of those three islands, has a deep channel where bluefish chase bunker. Investigate it from time to time. Just letting a snagged bunker swim where you snatched it will tell you if bluefish are at home in the area.

Well, there are you. Get gassed up—your boat, that is, check your tackle (especially reel's drag) and go get yourself some fresh bunker to blow those blues away this fall up inside Jamaica Bay off Kennedy Airport.

Urban dwellers who like their blues big and mean will find a lot to like about this fishing. Best of all, it's a chance for the small boat crowd to have their "night in the moonlight."

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LEADING THE FIGHT FOR BEACH ACCESS

by John Fritz

Bill Miller, former executive director of United Mobile Sportfishermen, has fought long and hard to preserve beach access rights for surfmen.

The late afternoon sun is well into its journey towards the western horizon. It is a few hours yet before prime tide, an event coinciding with sunset, two factors long imagined to be of advantage to surf fishermen. No matter that there is time to waste; it is a fine beach day and who knows, maybe a passing bluefish will discover my chunk of bait wallowing in the gentle surf.

At such a time a person's thoughts tend to wander. I begin to recall the events of the past several weeks and realize that far too many people take the opportunity to fish the beach as a matter of course. In reality, it is a privilege threatened repeatedly by an ever increasing number of people not enamored with mobile surf fishermen pursuing their sport along the open sand. A conflict probably begun when the first ancient Ford left its mark on the shore.

In the brief time in which I've been involved in fishermen's access to the shore it seems that the spring of '87 was an exceptionally active time for such matters. For the most part, the governmental agencies providing access in the Long Island area, are the Federal Government, New York State and Suffolk County. The Hamptons, so far, have not felt the need to seriously restrict off-season beach travel but the major agencies involved have a complicated set of ever-changing regulations governing fishermen's access. It is only through repeated phone calls, letter writing and face to face meetings with these people that there is any hope to retain our historical place on the shore.

Over the course of time, many have willingly volunteered their time and effort, incurring expenses, foregone fishing trips or family matters and journeyed considerable distances all in an attempt to save a piece of shoreline for surf fishermen. Many have passed away, most are forgotten or unknown to the current generation of anglers. Thankfully there have been others to fill the void, a need which must be satisfied, otherwise surf fishing as we know it will be but a memory. In recent times, the most dedicated champion of our "cause" has been Bill Miller.

Gene Nakata of Happy Hooker Fishing Club presents a plaque to Bill Miller in recognition of his outstanding efforts towards beach access.

Bill's love for the shore is rooted in the distant past, just how far past I wouldn't want to reveal, but he has been fishing the water's edge for over 35 years. His concern for the beach environment pre-dates many present day environmental groups. I remember a walk he and I took along the shore at Lloyd's Neck one day checking out possible fishing access. How upset he became when we came upon the local property owners idea of shore-front improvements. Bulkheads for additional lawn space and docks to service their expensive boats were the least of the tragedy. Bulldozers were actually tearing down the cliffs in order to backfill the newly-erected bulkheads. The structures themselves were situated so that access along the shore was impossible unless one trespassed on seeded lawn. Bill tried to pursue the issue, but his efforts proved fruitless.

Bill's first 4X4 was a '71 Blazer, which he purchased new. At what stage he decided on his present Eagle Wagon, I'm not certain, but his "buggy," with all its stickers and the jumble of tackle tossed in the back, is well known on beaches far and wide. Bill's game is the high surf, most likely found on the south shore anywhere from Breezy to Montauk. When the ocean is slow, he can occasionally be found prowling the waters

of Long Island Sound, but he would rather feel the crash of waves against his legs and the taste of salt spray on his lips. His methods, at times, may seem unconventional to some of us but he does catch his share of big fish. He has broken the magic 50 mark, a fish he released and which nearly cost him his life when a sudden wave swept him off his feet. For most of his career as a surf fisherman, Bill was not associated with any particular fishing club but in 1986 he joined the Mid-Island Surfcasters. In the first year he competed in the New York Surf Fishing Contest, he placed 7th overall with 552 points, most of which were bass points.

Bill joined the Long Island Beach Buggy Association in '71, was elected to the Board of Directors in 1977 and chosen as delegate to the United Mobile Sportfishermen the following year. In 1980 he was appointed, by UMS, as their representative to the nationwide United Four Wheel Drive Association, for which he attended annual meetings as far away as Colorado and Michigan. He has been nominated, by them, to receive their Four Wheeler Legislative Award, an honor he has rejected.

Bill's election as Executive Director of the United Mobile Sportfishermen, a position he held for four years until resigning this year, was entered into with a zeal and dedication for which we should all be thankful. His letters, phone calls, reports and attendance at numerous meetings has undoubtedly preserved much of our access. Whether it be testifying in Massachusetts against the lawsuit trying to ban vehicles from the Cape Cod National Seashore or on a similar mission in the Carolinas, Bill gathered the background material and compiled a report to dispute the allegations of the radical "Tree Huggers," as he put it. He had an excellent rapport with any official he felt was dealing fairly. On the other hand, he was not intimidated by prestigious titles and would readily tell it like it is if he thought the other side was being unreasonable. Although not an accomplished speaker, he did not hesitate to address town boards, as he has in Babylon and Brookhaven, pigeonhole a politician, as he has on numerous occasions in Albany, or given a detailed report, as he has at the President's Commission on Outdoor Recreation and to the dismay of many LIBBA members when a particular meeting was dragging on.

Gentlemen such as Bill Miller happen along all too infrequently. We are all sorry to learn of his retirement from the battle but the major share of the load can only rest on a single pair of shoulders for so long. It is now time for someone else to take the lead, a position made so much easier if one is secure in the knowledge that countless people are lending their support. I am proud to be able to call him a friend. I wish him dozens of 50s and most of all, thanks for all he has done to preserve our place on the beach.

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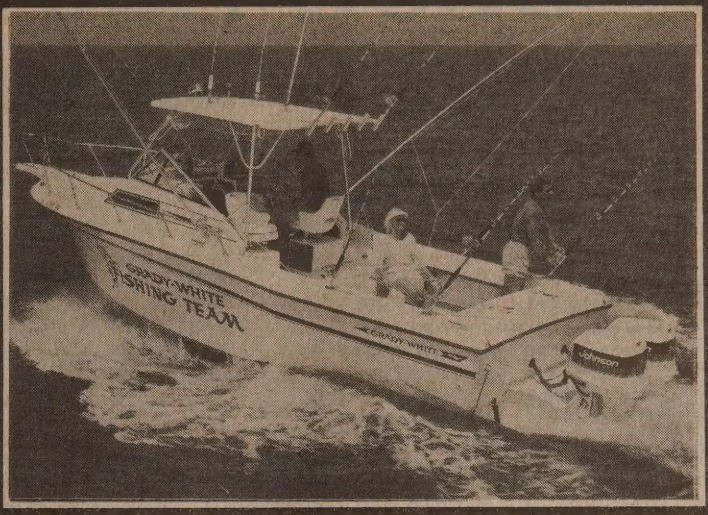

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BLUE ALL OVER

by Russ Wilson

Now that September is almost over and ocean waters have begun to cool, the giant slammer blues are on their way. Throughout this month and next, the hungry choppers will be working their way south from New England, ripping, slashing and maiming any kind of edible baitfish in their path as they fatten up for the long journey to southern areas where they will spend the cold winter months.

It's time to grab the heavy casting or spinning tackle, spool the reels with fresh line and to break out the surface poppers, swimming plugs and bucktail jigs. Action is virtually guaranteed. Big blues require lots of food in order to survive and any natural bait or lure that looks like it might provide an easy meal is going to be in big trouble.

I've been chasing bluefish for the better part of 35 years and have yet to see a fall season that did not provide some of the most exciting fishing of the year. If I had to select one particular month to do all my bluefishing, it would probably be October. It is a time of plenty and if you can't catch bluefish now, you might consider taking up some other sport, for fishing is certainly not your forte.

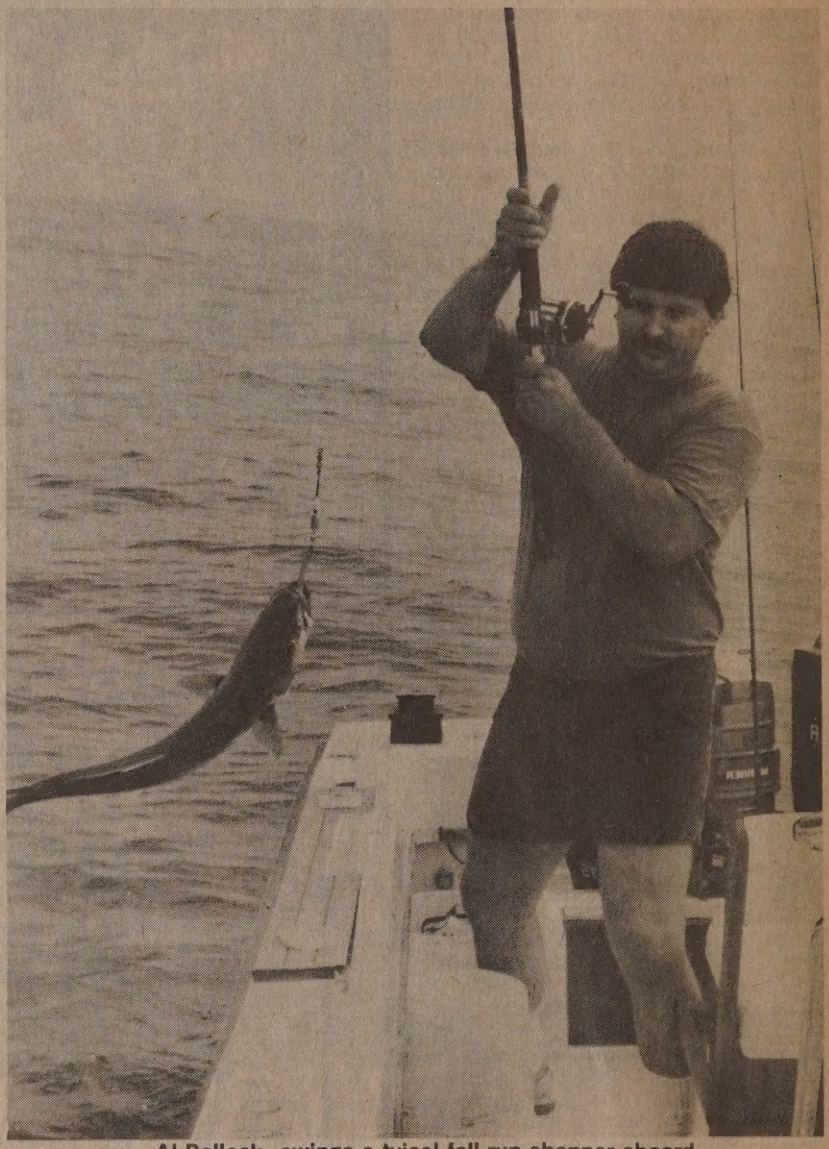
Some years the big slammers arrive by mid-September and will prowl the inshore shallows looking for bunker, spearing or rainfish. At other times they may frequent middle range waters where vast hordes of sand eels, anchovies and small sea bass or porgies are the primary food source. Either way, sportsmen who are not in a hurry to stow the boat and fishing gear are going to have some splendid fishing.

Last season, for instance, the big choppers moved south early in September and for more than a month could be caught when casting surface plugs or metals into tightly packed schools of mossbunker (menhaden).

Until you've had the pleasure of seeing giant blues in a killing frenzy and had an opportunity to catch them on surface lures, you cannot imagine the thrill-packed fight these fish are capable of providing.

A 5 pound blue really is no match for a medium weight spinning or conventional casting outfit and even a nasty tempered slammer weighing 15 pounds isn't all that tough when taken on trolling or heavyweight jigging tackle. But, just hook that same size bluefish on light or mid-weight casting or spinning tackle and hang on while he shows you what street fighting is all about.

Fall run blues will put your tackle to the test and while doing it, will send you home with aching muscles and a new found respect for these often maligned game fish.



Al Pollock swings a tyical fall run chopper aboard.

Interestingly, many fishermen scorn the fall run blues but will find a thousand excuses to skip work so they can catch a two pound sea bass, tautog or porgy. I, too, enjoy bottom fishing and probably spend as much time at it as anyone, but when given a choice between sinker bouncing or casting a lure to giant blues, it is no contest.

For my money, nothing can top a lightweight popping outfit for catching giant slammers. The fight is more a one on one battle and each bluefish that is hooked will provide a fight you will long remember.

I have been using one of the Berkley Lightning popping style rods in a 6' 4" length since early this season and have taken a lot of big blues, bonito, weakfish, striped bass, fluke and blackfish when probing inshore waters.

The Shimano SG 50, Penn 930 and 940, Daiwa Pro Caster, Shakespeare President 1980 and other similar size casting reels match the rod to perfection when loaded with 12 to 17

pound test line.

My spinning outfit has seen more use than a slot machine at one of Atlantic City's gambling casinos. The rod was built from a standard 7 foot Lamiglas blank more than 20 years ago and is matched to a Penn 240 spinning reel and 12 pound test Tri Max line.

This outfit is a dandy for casting one or two ounce plugs or metals and because of the parabolic bend of the blank, gives lots of flex when fighting fish that exceed the breaking strength of the line. Spinning or casting rods of similar design are available at most shore area tackle shops or can be ordered from any custom rod builder at reasonable prices.

When planning a plugging trip those are the only rods I carry. On occasions when bunker are present, I also bring a slightly heavier spinning outfit that is loaded with 20 pound test line that used to snag the bunker and will generally carry a 7 foot conventional rod and reel to use when livelining or chunking fresh snagged bunker, mackerel or mullet.

I like the Bomber plugs for catching big blues. They are built tough and can take a lot of punishment. But I do not limit my arsenal to only one particular lure. Other sub-surface swimmers and poppers including the Hellcat, Redfin, Rebel, Bagley, Rapala and pencil popper are deadly medicine.

Metals can be equally effective. Any of the Hopkins models, Kastmasters or Ultimus metals will catch bluefish and should be included in your list of must-have items.

There are times when it is sensible to troll. Trolling isn't as sporting, but will produce blues when most other techniques fail. If I happen to feel it may be necessary to troll, I'll bring a pair of 20 pound class trolling outfits that are mated to Penn 112 (3/0) Senator reels. The reels are loaded with 50 pound test Dacron backing and have a 150 foot shot of 40 pound test single strand stainless steel wire to take the lures down 20 to 25 feet, a depth that usually produces plenty of action from fall run blues that are eating sand eels, rainfish or anchovies.

Although bluefish are not normally spooked by heavy line, most experienced bluefish trollers will rig a 10 to 20 foot leader of 50 to 80 pound test monofilament between the wire and lure, feeling that by using this setup they catch more fish. When using a leader, keep in mind that you will need a ball bearing swivel, at either the leader to wire connection or between the leader and lure.

That's the whole ball of wax. Knowledgeable bluefish captains will first locate the schools of fish, see what they are eating and then decide which particular technique is most likely to put fish in the box.

Sport fishing is supposed to be fun. I can guarantee you that catching fall run blues on light tackle will provide as much fun and excitement as you can handle!

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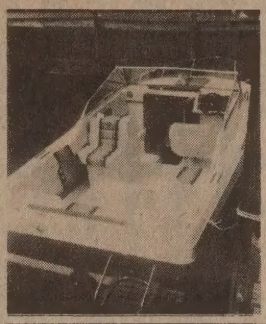

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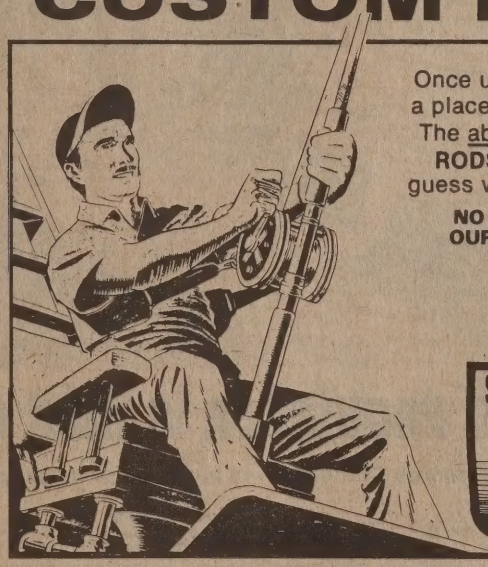

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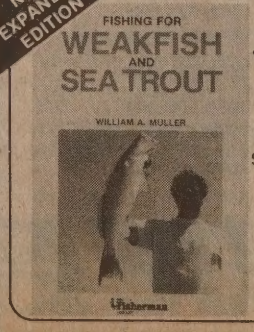

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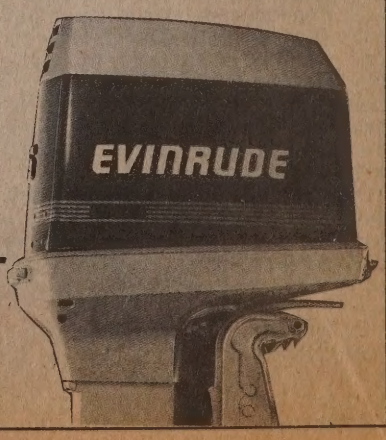

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A MASTERPIECE OF COMPLEXITY

by Matt Ahern

Whether you use them for bait, food or fun, the common eel is worth getting to know.

Few fish are as maligned as is the common eel, **Anguilla rostrata**. Depending upon how one feels about it, our friend can be a gourmet's dream or a fisherman's nightmare. This is a personal choice, one attuned to the individual and his environment; but let us be aware that an eel is no mean thing in the scheme of the Mighty Plan.

Until six or seven decades ago, eels were clothed in a mantle of mystery; not too much was known. Throughout the years, many studies of the eel's nature has been taken, particularly by the U.S. Bureau of Fisheries. While eels' lives and spawning habits are still far from an open book, they are now more understood. This has resulted in the fact that an eel is truly a masterpiece of complexity.

While the majority of saltwater fishes spend their time in the sea or adjacent areas, eels are equally at home in fresh or salt water. Because the sea is only necessary for spawning, female eels spend much of their lives in fresh water.

In early autumn when the urge to spawn is felt, female eels leave fresh water lakes and ponds and make their way to the sea. Here they meet the smaller waiting males who have spent most of their lives in salt water. These mature females are thought to be about 10 years of age, although some authorities believe this may be nearer 20 years.

Spawning takes place in the deeps of the Sargasso Sea (that same sea where legend says unmanned and drifting ships finally come to rest—a veritable graveyard of derelict vessels). The Sargasso lies southwest of Bermuda. What becomes of the parent eels is not yet known, but it is believed they die.

The young eels (called elvers) turn left if they are of American origin, and turn right if they are of European parents.

Anyway...these elvers arrive off our coast the following year after hatching. At this stage they look no more like eels than does a caterpillar a butterfly—being willow leaf-shaped and transparent. It is not surprising that fishermen call them "glass eels" at this time. (I one time witnessed this migration in a small Dutchess County brook—the water shimmered with reflected rays from these tiny creatures. Ah, Nature, you are wonderful to behold!) They arrive by the millions and many are devoured by other fish as they enter shallow water; but those that escape, quickly attain the familiar eel shape.

These young eels make their way into rivers, finding their way into lakes and ponds. As noted, these are mostly females. And here a strange thing occurs. Should one body of water prove unsuitable, they will wait for a rainy night and slither through the wet grass to reach another more to their liking. They will often travel long distances. And this being so, I have often wondered how they overcome hunger and so on when on these overnight treks. Unquestionably, there is much more to learn about eels.

Should eels become landlocked because of dam construction or something similar, they must live out their life in freshwater, growing larger with each passing year, but unable to spawn. This is why many lakes contain eels that reach four feet in length. As noted, male eels usually stay behind in bays and creeks. These rarely exceed 2½ feet in length. This accounts for the many "shoestrings" we fishermen catch.

Eels are highly destructive, eating spawn of herring, shad, bunkers—you name it. (I wouldn't become too upset about this, though, for it is Nature's way of riding herd on her finny creatures.) At one time, eels were so abundant in Chesapeake Bay that the State of Maryland felt it necessary to do something about this destructive tendency. One-quarter of its fisheries' money was set aside to that end. The plan met with little success, and when it was discovered that one mature female may produce several million eggs, it was abandoned.

Our common eel ranges from the Gulf of St. Lawrence to Panama, and throughout the West Indies. Notice the word "common." There is another eel that fishermen catch, particularly around sunken offshore wrecks. This is the conger eel, also known as the silver eel, **Conger conger**. Don't confuse this eel with that large-headed, big-mouthed, thick-lipped monstrosity often caught by winter codfishermen and erroneously called "conger eel." This ugly individual is really the cusk eel, **Rissola marginata**.

In European waters, these true congers have been known to attain a weight of 128 pounds—and larger; with 60 pounders not at all uncommon. (Phew! Maybe that's what the Loch Ness Monster is.) Twenty pounds is about tops for our American conger. And, as with our common eel, the males of the true conger generally reach no longer than 2½ feet in length. (The largest conger eel (silver eel) I've ever caught was 8 pounds, but I did see a 14 pounder one time. I've never been enthralled by silver eels, for they are indeed difficult to skin. But they fight!)

Now—let's catch a couple of eels before the class ends.

Many eels are caught from creek banks, piers and bulkheads, wherever deeper water than the surrounding area is found. Boat fishermen catch eels by fishing the deeper holes and around creek banks with 10 or 12 feet of water at high tide. Eels are sometimes caught on flats and near bars (and I do hope they can hold their liquor), but they prefer slightly deeper water.

Beginning about mid-April flounder fishermen catch an occasional eel, and this is the sign eel fishermen await. Because the eel is nocturnal, fishing is best during dark nights or gloomy days. They bite well until the cooler nights of late autumn set them to thoughts of hibernation.

No elaborate tackle is required. In fact, this is an excellent way to use that old, discarded gear you hated to give the deep six. And as with all bottom fishing, rigging is simple. You can use a #9 Chestertown (flounder) hook, or a regular-shanked Sproat hook: #6. Use just one hook of your choice and tie it about one inch above the sinker. This will allow it to lie on bottom where it must be for best results. Eels will swim off bottom at times—as many a surprised snapper fisherman will attest.

Eels put up a good scrap. If you've never caught one on light tackle, you

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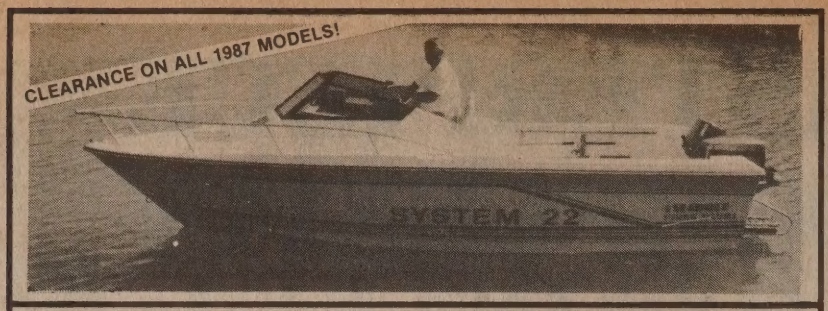

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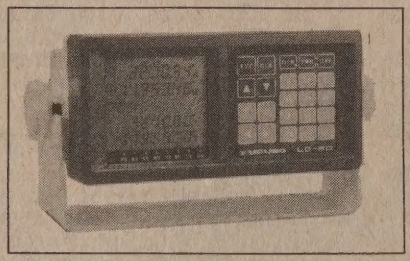

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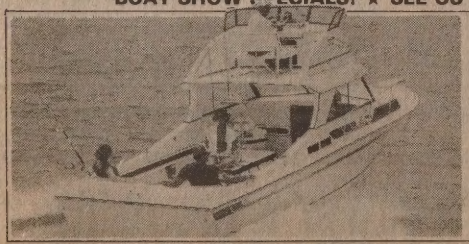

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are in for a pleasant surprise—they get lots of leverage with that sinoous body. From my own experience with eels, I can say this: if you tie into a good one, you better have a firm grip on your rod. Our friend is surprisingly powerful and it will take off like a shot the instant the hook is felt. Over the years I've caught certain fish whose scrapping abilities are heralded by many, but who can't hold a candle to the eel. Maybe I'm prejudiced, for I do like eel fishing.

Bait selection is no problem. Eels will accept anything we fishermen commonly use for bait for other fish: worms, live or dead killies (preferably alive), spearing, and clam slices. (I find skimmer to be a favorite of eels.) If clam is used it should be sliced into 1½ inch pieces, and cut so that part of the soft belly remains with each slice. (This is the part of clam bait every bottom feeder relishes.) The sinker should be heavy enough to hold bottom; probably no more than 2 to 4 ounces will be necessary as most eels are caught where the current is slow moving.

Eels are cunning, agile bait thieves and they must be struck at once. Don't hesitate for an instant. Many times you will miss the eel completely no matter how fast your reflexes. Soon, though, you will develop a "feel," or sixth sense. Once you have this, you will find few eels cleaning your hook.

I've found that eels are extra sensitive to vibration. Take advantage of this by bouncing your sinker on bottom about a dozen times, and then allowing it to remain quiet. If an eel is homing in on your bait, it will grab it the instant it lies still. If there are no immediate takers, just repeat. This method always works. When the first eel is taken by this method, there will be others milling about and waiting to pounce the instant the bait descends again. Sometimes this is the only method that will produce a mess of eels.

Not only will an eel fight capture while in the water, it can also put up a good tussle when you attempt to remove the hook. For this reason, you should be equipped with a pair of old cotton gloves or several dry rags. A little damp sand worked in will give you a firm grip.

Recall a few moments ago when I said a #6 regular shanked Sproat made a good eel hook? I'm sure some of you experienced eel fishermen have said to yourselves that Old Matt finally goofed. Let's see you remove a #6 Sproat from a squirming eel. That's what you're saying. I can hear you from here. Can't be done in the dark, too much mess, etc. Well—he who laughs last, and all that. I don't even handle the eel. Here's how I do my nighttime eel fishing.

It's a simple method. Pre-snell as many loose hooks as you feel are necessary—I usually make up about two dozen. These hooks need not be tied with the professional barrel knot; a simple loop made with a double-

overhand knot will do. You can use 10 pound leader material for this—regular monofilament from your reel will also do the trick. Run the loop through the hook eye, then over the hook and pull tight against the shank. Make a loop at the end of the material and place it and the sinker on a medium sized **sinker snap.**

When you bring in your eel, hold it over your fish bucket. Then, with a pair of shears cut the snell, allowing the eel to drop into the container. Works like a charm—especially at night. (There is no slime with which to contend, and you get your hook back when cleaning the eel.) Just add a fresh hook to the sinker snap and you're back in business...in seconds.

One more thing. There are many ways to catch eels besides hook and line. On windless nights, many boat fishermen spear eels in shallow water with the aid of a light. These fishermen pole along slowly, ever on the alert for eels to appear in the circle of reflected light, then they deftly spear them. It isn't necessary to throw the spear—this usually results in a clean miss. Just line up the eel with the spear and push forward firmly. Once the knack is attained, eel after eel will come aboard. It is exhilarating sport and well worth trying.

Ever bob for eels? I'm not suprised if you say no. I'd be even more surprised if more than half The Fisherman readers knew what it was.

When I was a kid, bobbing for eels was a popular pastime. I know some fishermen still practice this ancient sport, though we are becoming fewer and fewer as time marches on...so I'll pass along what I know about it while the opportunity is here.

To make a bob, you will need a supply of night crawlers or several dozen blood or sandworms. Promise your wife you'll take her to dinner if she'll let you borrow a heavy sewing needle and a four foot length of heavy sewing thread. Run the thread through the worms lengthways, pushing them one in front of the other down to the knotted end. It's much like threading a necklace. When the thread is full, gather it into some semblance of a ball, then wrap securely with yarn from an old wool sweater, or some-such. Be sure the yarn is of wool. The more yarn, the better.

Attach this and a four ounce sinker to your line. The rod should be "stiff," with little give and about 6 to 8 feet long. You can use a heavy stick for this, which was what we used. The line should be no longer than the rod's length for best results.

Lower this from a creek bank or from a boat into 6 to 8 feet of water, making certain the bob is on the bottom. If there are eels about, they'll soon be tugging at the bob, whereupon you quickly lift them in with one motion and shake them into a suitable container.

What actually happens is that Mr. Eel's small teeth become enmeshed in the wool yarn and he can't let go. This type of eeling is guaranteed to provide plenty of excitement—and eels.

Eels have tough skin and they should be skinned. Some fishermen find it a chore, and some breeze through a basket of eels in short order. It takes time and patience to become proficient.

All that's required in the way of skinning tools are a sharp knife and a supply of old newspaper or rags. Some fishermen find a pliers useful. Grasp the eel by the head with a piece of rag or newspaper and make a cut under the underside, just forward of the pectoral fin (the fin near the gill cover). Run the knife to the vent and remove the intestines. Be sure to complete this cut to the vent, otherwise the skin will tear. Continue the first cut around the body—not too deeply, for all you need do is slice through the skin.

With the blade of the knife, gradually pull the skin away from the flesh until you have enough started to get a good grip with the pliers or rag. Then, holding the head, peel off the skin with a continuous, steady pull.

One last thing: if you have an aversion to eels because of their appearance—forget it. Go eeling and have a ball.

Class dismissed. Oh—you two in the back row. Stay after school. I wish to show you how to catch bergalls.

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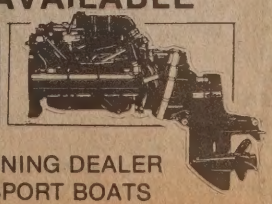

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INSIDE THE COAST GUARD AUXILIARY

by Gus Savaros

The author is Division XI captain of the United States Coast Guard Auxiliary.

The United States Coast Guard Auxiliary was created by Congress an an all-volunteer civilian component of the United States Coast Guard with these stated aims: "To promote efficiency in the operation of motorboats and yachts. To foster a wider knowledge of and better compliance with the laws, rules, and regulations governing the operation of motorboats. To facilitate other operations of the U.S. Coast Guard." The USCG Auxiliary, today, is the only civilian boating organization with such official recognition.

Following its original charge, the U.S. Coast Guard Auxiliary is operating from a foundation of four cornerstones: Public Education, Courtesy Marine Examination, Operations and Fellowship. As a member of the Auxiliary you can participate in one or all four cornerstone programs.

The mission of the Auxiliary is to promote boating safety on the waterways. The Auxiliary is noted for its public education courses that teach pleasure boaters safe boating principles and the legal responsibilities of the operator.

Before becoming a member, the Coast Guard Auxiliary offers excellent courses which cover: the safe way to boating enjoyment, boaters language and trailering, boat handling, legal requirements, rules of the road, aid to navigation, piloting, marine engines, marlinspike seamanship, sailing, weather and radiotelephone.

The Courtesy Exam is one of the most important qualifications in the Auxiliary. The CME program serves to encourage boaters to carry safety equipment and meet higher safety standards than those required by

State and Federal boating regulations.

Dedication to boating safety does not preclude Auxiliary members from getting together to swap boating experiences. You'll find a special camaraderie among Auxiliarists that's hard to beat. There's plenty of time to relax and have fun at Auxiliary outings, rendezvous, weekend cruises and conferences.

A special camaraderie is formed during long days on patrol while promoting safe boating and helping fellow boaters in distress. Auxiliary members make lasting, meaningful friendships.

Safety patrols, regatta patrols, search and rescue missions are part of the operations cornerstone. New members receive training to qualify as crew or skipper.

Auxiliary membership is open to men and women, at least 17 years old, who are United States citizens and own at least 25 percent interest in a motorboat, yacht, aircraft, or amateur radio station. The ownership requirements may be waived if you have special qualifications which would prove valuable to the performance of the Auxiliary programs.

Find out when the Auxiliary unit, or flotilla, in your area holds its meetings. You're welcome to attend and to meet Auxiliary members, as well as to find out what they are doing. Auxiliary flotillas are always interested in new members.

With a little help from you, the CG Auxiliary will help you train and we will provide you with all the books, film, lectures and one-on-one training you need. Free. From the day you apply for membership in the USCG Auxilairy, a Flotilla Training Officer will be there to personally assist and guide you in reaching whatever level of professionalism you want to attain. The amount of training and education you receive is up to you. We start by giving you a Basic Qualification Training Session which is designed to guide you and help you understand the Auxiliary. Upon completion, you are qualified to participate in any one or all of our Special Basic Programs which train you to be a courtesy marine examiner, an instructor, or prepare you for elected office or appointed office. You can choose to train in one or more of the Auxiliary specialty courses, with a personal goal which can be to complete all seven courses. You can choose to train in our Boat Crew Qualification Program. Almost 300 hands-on and academic qualifications are necessary to reach the level of Coxswain in this program. We have available to us all types of manuals, which each of the military services prepare for their own personnel on nonclassified subjects.

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VARIATIONS IN BAITFISHING RIGS

by William A. Muller

I've been fishing the surf for about 35 years, from Maine to the Bahamas, and it never ceases to amaze me how many different bait rigs are used successfully in the surf.

Along much of the East Coast, the most popular rig is what we'll call the "standard" rig. It's actually a fish finder setup. That is, a plastic sleeve is used to hold the line and suspended from the sleeve is a metal loop that will hold the sinker. The sinker connector can accommodate just about any size sinker. The main line is threaded through the sleeve; most folks like 15 or 20 pound test line. The line is tied to either a snap or directly to a barrel swivel. Some surf fishermen like to run the main line through a plastic bead before attaching to the snap or swivel, but it isn't necessary.

Monofilament or wire can be used for the hook leader. If bass and weaks are the quarry, mono is a better choice. On the other hand, you're far better off with wire if blues are in the area. Depending upon conditions and technique, a float may be added to the hook leader.

It wasn't long ago that standard O'Shaughnessy bait hooks were used by just about everyone. Today that picture has changed. Beaked hooks with offset points are extremely popular and seem to be growing in popularity every year. Siwash hooks picked up a lot of fans in the late 70s and many experienced surf fishermen stick with them today. I'm one of them, but the last few years I've taken up the habit of offsetting the points of 7/0 Siwash hooks. I use either a sturdy pliers or a sportsman's tool to get a controlled bend.

Both beaked and Siwash hooks boast shorter shanks than the old style bait hooks and I've heard more than one praticed beach rat pronounce that these hooks also have more penetrating power.

The times do change and so do habits and customs. Even the pyramid sinker isn't sacred any more. Recently, a new style, with even better sand-holding ability, has crept into the scene. The Hatteras style features a triangle face under the hook eye. This past I noted that a number of enterprising anglers have taken to modifying this sinker, and there are now about a dozen similar styles available. Remember, bank sinkers are a no-no except in quiet water where rocks are a problem.

For example, a rig that uses a short (about 6 inch) length of piano wire, is said to improve the chances of catching bass as well as blues. There is little doubt that under most circumstances a 10 or 12 inch length of wire leader will discourage a bass or weak. There are exceptions, the most notable being when the ocean is boiling under strong wind conditions. If there is a lot of bait and predators in the surf, that will also help to get the frenzy going and turn a usually wary bass into a careless eager-beaver.

I've observed a few rigs with piano wire of only 2 or 3 inches. There's little doubt that a short leader will be much less visible, but I've wondered on a number of occasions whether the big blue sucking in a hunk of bait will respect the short length or decide to suck in 4 or 5 inches of leader.

In turbulent water, a compromise is often helpful between a standard 10, 12 to 18 inch wire leader and the ultra-short 3 incher just described. Some fishermen report a higher incidence of bluefish bite-offs when they use the longer leader. Presumably this is because the leader twirls and then twists around the main line as the turbulence swings it around. The shorter length, of about 6 or 8 inches, seems to reduce a lot of the spinning and keep the leader off the main line, they say. When the blue picks up the bait his teeth will be on the leader instead of the main line.

Floats are very useful when crabs are pests. Usually crabs are at their worst when the water is calm and there aren't many predators around. Under these conditions, crabs can cean a hook of even the toughest and freshest bait in just a minute or two. Floats are also useful when baitfishing with worms. It keeps them off the bottom and they can wiggle as if suspended naturally. However, floats can be a hindrance when the sweep is strong, the tidal current powerful and when there are a lot of predators in the surf. As a general rule, it is suggested we use floats when the fish are few and far between and when the surf is rather calm. Otherwise avoid them since their added surface increases the drag of currents and sweeps, and it will likely also add to the motion of the bait in the water, rendering it less natural looking.

Practice some care when removing hooks from big blues.

When I was a boy, my Dad took me to fish the surf at places like Jones Beach West End, Lido Beach and the Rockaways. In those days, we'd catch a lot of school bass in the spring and early summer on worms, mostly, but at times shrimp or mackerel. In the summer, we'd catch weaks and a lot of big kingfish. Kingfish have been absent from the surf in recent years, but folks to our south keep telling me that the population is exploding and we should expect an old style run of kings one of these years. That's neither here nor there, but it does call to mind the kind of rig we would use a lot more often than a fish finder. The three-way swivel rig features a leadered hook that is fixed to one eye of a three-way swivel. Thus, when a fish pulls, it will pull the sinker and sense its resistance. This kind of rig is still very common on the Outer Banks, North Carolina and once in awhile, I still see it used on Long Island beaches.

I was too young to appreciate subtleties when I used it, so I recently asked around in order to pick up the pros and cons. Proponents say that you feel a strike better and, if you keep your baits small, there is no need to let a fish run with the bait. They say if you use live eels a fish finder rig is the ticket, but for worms and small chunk bait, it isn't necessary. I asked about leader lengths and floats, and most agreed that whatever one would use with a fish finder would be good under similar conditions with a three-way swivel.

The fish finder rig is favored by many anglers for surf work.

One last thought. This past fall I saw a few very unusual rigs used. Several times I noted extremely long leaders. One I remember had to be three feet if it was an inch. On this particular day we had all the fish a person could want, yet the fella with the super leader caught only a few. We suspected it was because the leader, complete with float, took the bait too far off the bottom. He also had a hell of time casting: long leaders can make casting, especially into a wind, more awkward. Then there were the super corks. Some of these corks could have kept a small runabout afloat in the storm. Keep the corks small. Small floats are less visible to the fish, cast easier, and get the job done.

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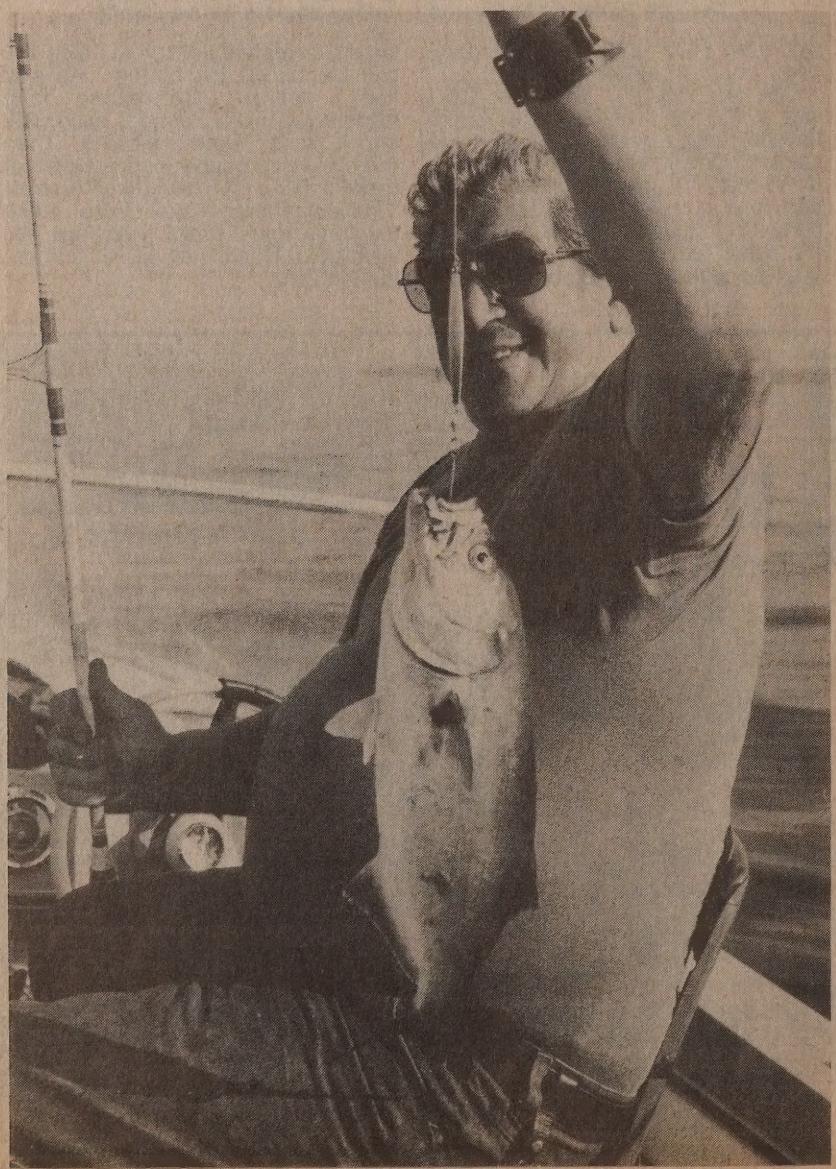
TRIANGLE OF BLUES

by Gerald Hahn

The swirling currents north of Eaton's Neck provide fast paced action with autumn blues.

Some old-timers are stubborn as mules, set in their ways and almost impossible to change. Take my friend Larry, for example. Although Larry was never a die-hard fisherman, he certainly has taken his share of fish. One day, he offered to take me out on his boat for some northside bluefish. We headed out of Oyster Bay on an unusually cold, windy morning in September and headed east for Marshall Field, near Lloyd's Point. Starting close to shore, we made leisurely drifts to the north for several hours in a rough sea. Larry had brought along his favorite fishing outfit, a boat rod that measured 7 feet and weighed a ton and a Penn 114 spooled with 40 pound test that was so yellow and brittle that I thought it had jaundice. The gear was heavy enough to bring in a mako, let alone a blue. Still, he had located a good spot that morning, for we took six blues between us, and every one of them weighed over 8 pounds. All the fish were taken Larry's way, and that was with bait.



Diamond jigs probably account for more school blues than any other lure or bait.

The method was certainly relaxing. All we had to do was impale a butterfish on an 8/0 O'Shaughnessy hook, which was secured to a long wire leader, and let the bait drift behind the boat. Larry added a 2 ounce trolling sinker ahead of the wire, while I fished mine without any lead. It made little difference, for we took three fish apiece. On Long Island Sound, the largest bluefish are often taken this way, preferably with live bunker. Curiously, the monsters favor the shallows rather than the deep water and, at times, even invade the harbors.

Three subsequent trips to the same spot produced no more bluefish, however. We tried butterfish, as well as bunker we had snagged in the harbor and squid, but the blues didn't respond. After the last of these trips, I suggested to Larry that we try another spot and perhaps a different method. Larry agreed to trying a new locale, but he was skeptical about using anything other than his trusty one-ton rod loaded with bait and yellowed line.

Nevertheless, that day we headed out of Oyster Bay and went farther east, to the well-known Triangle, north of Eaton's Neck. Three buoys, arranged in the form of a triangle, denote this area of turbulent currents and rock ledges. Unlike our isolated spot off Marshall Field, the Triangle was teeming with fishermen. And these fishermen were not relaxing in the sun and dangling bait in the water. They were shooting back and forth like wartime pilots in the middle of a dogfight.

I handed Larry an extra rod I had brought along, a 7 foot spinner with a Garcia 306 loaded with 20 pound test. I figured he'd be pleased with the 306, since it was almost as old as his Penn 114, although the line on it was brand new. He was. But when he saw what was dangling at the other end of the rod, he called out, "What's this?"

"It's a diamond jig," I answered. "It's easy to use. Cast it ahead of the boat and let it hit bottom. Then crank it up a few turns. If nothing happens, drop it back to the bottom and start

again."

Larry shook his head in disbelief. "We're not gonna catch anything with this."

For the next hour, I drove Larry crazy with commands. "Move the boat now! Start the drift there, not here!" Having to start and stop the boat repeatedly, in the middle of a suicide squad of umbrella rigs and chromed torpedoes, and trying alternately to learn how to work the jig, made Larry nuts. "I'm going back to bait," he said, even though he had seen me take six blues with the jig. I offered to run the boat, but at first he refused. At last, after I coaxed him some more, he consented. He then got the hang of the jig and took a brace of 5 pound blues. Pleased as punch.

The truth is that although the largest blues on the North Shore are taken mostly with natural baits, the schoolies prefer diamonds. A 2 or 3 ounce jig, preferably with a split tail surgical tube on the end, is the most commonly used diamond jig. The jig's body may be 4 or 3 sided, patterned with fish scales or stripes, or smooth finished, centrally weighted or rear weighted. A single hook mounted to a built-in barrel swivel is better than a treble hook attached to the jig's eyelet. The free-swinging single hook prevents a blue from prying itself free. Despite Larry's protests, the lure works best without his wire accompaniment. It should be tied directly to the end of the running line with an improved clinch knot.

One of the nice things about a diamond jig is that bluefish do not toy with it, as they often do with bait. In fact, blues smash the jig so hard, they set the hook themselves. The reason is that the jig is moving rapidly, not drifting at the leisurely pace of Larry's butterfish. The jig mimics the action of a sand eel, the predominant baitfish here for at least a decade. The sand eel's undulating motion is picked up by the combination of the jig and the surgical tube on the free-swinging hook. And since sand eels are also known to duck for cover, by burrowing in the sand, the jig, when bounced on the sea floor, mimics this effect as well. Although the jig can also be worked higher up, by cranking it quickly to the surface, most bluefish attack it just off the bottom.

Sometimes the fish hit the jig and then break free. If this happens more than once, remove the tail and fish the jig "nude." At times, school blues grab hold of the tail and hang on for the ride.

As Larry discovered, however, diamond jigging is work. Not only must the jig move constantly, but so must the boat. For school blues are often densely concentrated in one spot for a brief period. As the bait moves, so do they. And so must the angler. this is why the Triangle bristles with boats within a short period, generally from about an hour before to slack tide, on either tide. After that, it goes dead and is as quiet as Larry's favorite spot.

At the Triangle the best spot is near the green buoy, 11B, on the north side. This area of rock ledges, about 20 feet below, drops to 50 feet on the south side, 75 feet on the east side and 30 to 90 feet on the west and northwest sides. Another good spot is off the red buoy, which marks the left point of the Triangle. Rocks abound here, too, with depths ranging from about 25 to 55 feet. The inshore buoy at the bottom of the Triangle is better for bottom fishing than for bluefishing.

Of course, not every day at the Triangle is productive. But there are other spots in the vicinity, aside from Marshall Field, that are worth investigating. East of the Triangle is the Lilco platform where many boat fishermen concentrate on blues. And west of the Triangle, north of Lloyd's Point, is a black buoy, #15, where Larry and I have often taken blues in 30 to 60 feet of water.

At most of these places, the currents swirl around in an unpredictable manner and it is difficult to know which way the boat will drift. The sharp dropoffs and the compression of Long Island Sound account for this. Once the direction is determined, the rest is up to the angler. He must be alert and quick on the jig.

Although I had given Larry a 20 pound class outfit, you can go as light as 10 pound test, if you add a shocker of 15 pound test. You will certainly get more action with a lighter outfit. Bring along a large landing net, though, for it is difficult to hoist a blue that may weight 5 pounds onto the deck with the rod.

Although Larry tolerates diamond jigging now, he still prefers baitfishing for blues. Diamond jigging is too frantic for him. For those who prefer his method, bring along an 8/0, weighted treble hook and watch for bunker breaking the surface in the harbors at dawn. If you spot any baitfish, tie the weighted treble to the end of a 20 pound class spinning outfit and cast the snatch hook beyond the breaking school. Let it sink a little and then whip it back with long, sharp pulls on the rod. A live bait well will keep a few bunker in good shape until you reach the fishing grounds. Then transfer one of these fish to a weightless bluefish rig, hooking the bait in the shoulder, just ahead of the dorsal fin, and let it swim around. Fresh dead bunker also make an excellent bait, whether fished whole or in chunks or strips. Other baits to consider are mackerel, Atlantic herring, Larry's butterfish and squid heads, tentacles and all.

On the North Shore, bluefishing reaches a peak from mid-September to mid-October. During this time the fish feed heavily as they prepare for their migration to other, warmer waters. If you want to catch a few monster blues here, try fishing for them Larry's way. But if you want lots of action with school-sized blues, switch to a diamond jig.

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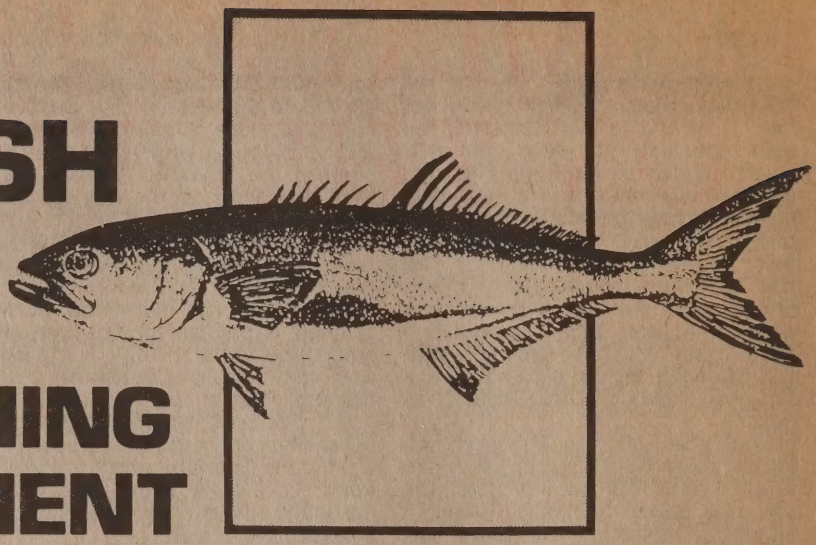

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MIXING IT UP ON THE WRECKS

by Tom Schlichter

Fall fishing for Long Island's south shore party boat patrons has traditionally consisted of flounder pounding, blackfishing and bluefish wrestling—three sports which I enjoy very much. Over the last several years, however, a new game has been growing in popularity: mixed bag ocean wreck and reef fishing for porgies, sea bass, blackfish and whatever else happens by. And an enjoyable and productive game it is.

The most appealing aspect of these trips, in my opinion, is the wide variety of species one can catch while fishing with a single setup. Just to give you an example: on a trip aboard the Capt. Joseph II out of Captree last October, my wife Tina and I collected several sea bass, an 18 inch fluke, a blackfish, a 3 lb. ling, a sculpin and a few bergalls. Other anglers on the boat experienced similar variety in their catches and also came away with a few porgies—and this on a day which Captain Charlie Kennedy termed "poor fishing" because of a tremendous heave which made it difficult to stay over the wrecks and keep our lines on the bottom. Pool winning fish for the day was a 4 lb. sea bass, which bested a couple of 3 lbers. A few larger fish, probably blacks, were lost to the wrecks. Aside from the species we took that day, anglers occasionally take large blues and even a stray cod from time to time. It really is fun to come across so many species of fish on one trip—and beginners will have a ball just learning to identify the various types of fish that are brought to the surface.

For the most part, this mixed bag fishing is laid back and relaxing. The perfect trip for beginning fishermen or children old enough to sail the ocean waters for the first time, most of the action is found on wrecks within an hour or less of port. Usually, the boats are less crowded than those which sail for flounder and anglers will find that they do not need to work as hard at hooking fish as they do when jigging blues. Additionally, since most of the fish taken weigh less than 5 or 6 lbs. and fight in a straight up and down, tug-of-war fashion, tangled lines and frayed tempers remain at a minimum.

As I mentioned, most of this fishing is accomplished over ocean wrecks. The majority of these are located in 50 to 80 feet of water but some are as deep as 150 feet. If you are familiar with The Fisherman's Wreck Series by John Raguso, you may have read about one or two of the wrecks which are frequently worked. The majority of these wrecks, however, are known only to the skippers and maybe a few local fishermen. The reason these wrecks are so productive at this time of the year is that they serve as way stations for species such as sea bass, fluke and porgies which are heading offshore toward wintering grounds while offering other fish such as blacks, ling and cod a place to stop and forage or rest amongst protective cover while heading inshore with the declining water temperatures.

Paul Walshine displays a bonus ling.

Since we are dealing with wreck fishing on these trips, fairly stout tackle is necessary. Rods should have enough backbone to handle 4 to 8 ounces of lead and reels should be 3/0 conventionals filled with abrasion resistant line testing at 17 to 30 pound. On calm days when the tides are not too affected by the moon, it is

(Continued on next page.)

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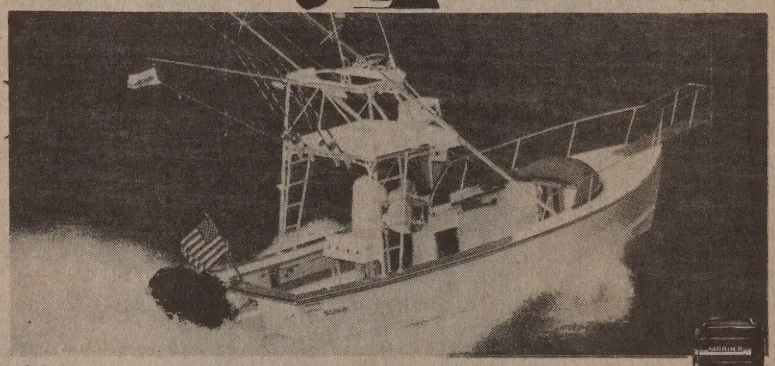

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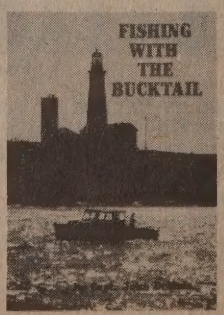

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possible to get away with heavy spinning gear, but the conventional setups are much more practical. Obviously, this type of tackle will overmatch most of the fish you are likely to take on these excursions, but the main reason for taking these trips usually isn't as much for the sport as it is for the change of pace and the smorgasbord of fillets one can bring home. Naturally, you will still be able to enjoy the fighting qualities of the larger sea bass and blackfish despite the tackle used, and an occasional double-header will also provide some good sport. But if you are looking to test your strength and the reel's drag mechanism, you are better off bluefishing.

Standard rigging consists of a hi-low rig topped by a black barrel swivel (#5) and anchored with a 4 to 8 ounce bank sinker. The bottom hook is usually a style blackfish hook (2/0) while the top choice is a gold, beak style baitholder (#1) such as those favored by porgy fishermen on the north shore. You'll find that the blackfish and sea bass tend to hit the bottom hook while the porgies fall for the high one. This isn't a hard rule, of course, and you will be amazed to see how many species of fish can be taken on the same hook. On the above-mentioned trip, the fluke, blackfish and ling surprised me by all falling for the top hook while most of the bergalls and the sea bass took the bottom offering. The point is, even though the top hook is not usually used for the blacks and strict bottom feeders, it still catches with consistency. By the same token, the blackfish hook will take other species besides the tog.

Baits are kept as uncomplicated as possible. Strips of clam adorn the bottom hook while the top is dressed with a single strip of squid hooked once or twice through the wide end so that the tail part flutters in the current. If you like, you may use the same bait on either hook or even bring along other choices such as sand eels or killies. The squid and clam are provided by the boat. Once the blackfish get onto the wrecks in late October or early November, the boats may also carry green or fiddler crabs. These, however, are too expensive for the boats to supply for free, so you will have to buy them from the mates. The usual price is about $2 a dozen, but when the fish are biting well, you can easily go through a few dozen during the course of the day.

Once the rigs are baited, all that needs to be done is to lower the line to the bottom. On the better days, hits will come almost as soon as the baits touch down. Other days you may have to wait a few minutes. The most important point to keep in mind at this time is that your sinker must stay on the bottom to keep your baits in the strike zone. If you raise it up more than a few inches, it will be ignored by all but the bergalls or a chance bluefish that might be passing through. Pick-ups are usually regis-

tered as a series of light pecks, followed by a more pronounced tug. Wait for the tug before trying to set the hook. Remember, too, when setting the hook, that since you are fishing over wrecks, those first 8 or 10 cranks of the reel handle following hook-up are very important. Lift your rod high and hold it up over your head while making those first few turns of the reel handle. This will help keep the fish from turning back into the wreck and snagging your line. Once you have the fish 10 feet or so off the bottom, you can assume a more comfortable position and reel your prize to the surface without too much worry.

During the month of September and into early October, sea bass and porgies are the predominant catch on these trips; as late October rolls around, the blackfish begin to move on the wrecks and they eventually become the most common species. By mid-November, the fishing begins to wind down. I've always had my best luck on calm days when the wind and tides allowed the boat to easily settle over and stay on the wrecks. Harsh winds or a big heave left over from the previous day's blow make the fishing a little tough and definitely cuts down on the action. It seems that rough waters push the fish off the wrecks in the shallower locations. Under these conditions, the boats often have to fish more offshore wrecks in 120 feet or more of water to find any fish at all, so choose your sailing days carefully. If strong winds have blown onshore fo a few consecutive days, wait two or three days before giving it a try to ensure that the seas have settled and the fish have found their ways back to their favorite haunts.

Remember to dress warmly and bring along a wool hat because the fall weather can be deceivingly cold. If you dress in layers, you can always take something off. You can't, however, add on what you don't bring along.

Fares at the south shore ports run about $25 per person for a full day of fishing. Some boats discount children and senior citizens. Rental tackle is inexpensive or even free but you may be required to leave a security deposit of about $5 until you return the rod at the end of the day. When planning your trip, you should also figure in $2 for the pool, a tip for the mates and a dozen or two green crabs if the blackfish are around. It's a good idea to call the boat the night before sailing to make sure of the departure time and see how the fish are biting.

Even on those days when the fish aren't biting well (much more the exception than the rule in this type of fishing) you should still catch enough for a dinner or two. On those days when the fishing is fast, you can stock the freezer for a couple of months. More important than catching a lot of fish, however, is having a good time and relaxing on the water for a few hours. Keep this in mind and you'll find that no matter what, you'll have an enjoyable day's fishing.

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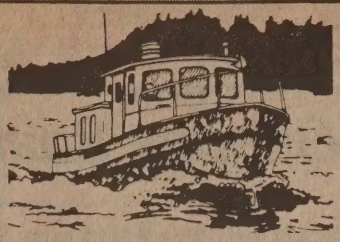

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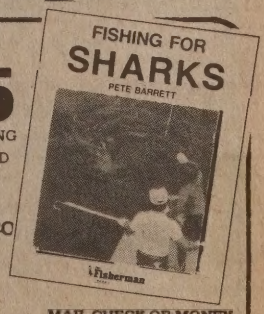

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A VOTE FOR PLUGS

by Charley Soares

Few fishermen would disagree that casting artificial lures has to be one of the most exciting and rewarding ways to fish. You will observe I did not say most productive, because that is usually not the case. I can certainly attest that there are occasions and certain conditions when plugs will outfish all other methods, but these occasions are not a routine or daily occurrence. Most of you have read your share of writers' glowing and descriptive accounts of what it's like to take fish on top water lures, so we will get right down to the salt and blood.

The undisputed top shelf lure these days is the Needlefish which has accounted for more 50 and 60 pound bass than most of us could begin to imagine. These stick plugs and the minnow lures are the most widely used and accepted lures in use all along our coast over the past several years. Rebels, Redfins and Rapalas in assorted colors, weights and sizes are carried by every angler serious about catching fish. You would be hard pressed to convince these people to tie on a large surface swimmer as these old favorites are not currently in vogue.

Since those initial sessions with Danny Pichney I have been extremely successful at raising and catching the Big Three, while creating a following of believers who have witnessed first-hand just how productive these lures really are. To illustrate this, I recount an incident which began with a call from a fishing aquaintance I introduced to fishing at Sakonnet Point several years ago who has become very proficient with the tube and worm. He informed me that he had not taken a bass in two weeks of tubing in some of the most productive spots on the river and off the coastline from Newport to Westport Harbor, Mass. He was taking a respectable number of blues and weakfish and was marking some fish right up against the structure, but would spook the fish if he got close enough to them with the boat to present the tube properly due to the shadow of the craft in the clear, relatively shallow water. In response to his request that we investigate, I loaded up our Sturdee skiff with plenty of big Danny swimmers in white, blue and blue flash, along with a 7 foot custom glass rod with Fuji guides built by rod crafter Mike Ferreira, which was fitted with a Daiwa Mag reel and Berkley 25 lb. mono. My back-up rig consisted of an old, but comfortable 7½ foot spinning rod with a BG 60 spinning reel and 20 lb. line which I had rigged as a manual bait as it also doubles for live eel fishing. Both rods have actions to accommodate the heavier lures and cork tape grips which afford an excellent grip and slim profile which prevents fatigue from setting in too quickly.

We started out in Newport and began casting lures over and around the most obvious locations. We ended up just west of Gooseberry Island and took three bass from 8 to 19 pounds from deep reefs to areas alongside and around clumps and ledges. Later that afternoon while recounting our efforts at the Fo'c'sle over a cold one we learned the last gill netter had checked in with their catches which consisted of decent numbers of blues and weakfish but not a single bass. You won't find a surface lure outfish-

Two sizes of the Danny surface swimmers in white with treble and single hook with bucktails. Droppers are the larger Black Beauty and the smaller Droppa flies which are discussed on the text. These make a very deadly combination.

ing bait, not to mention gill nets, but it happened that day. The water had been unseasonably warm and very clear under bright skies so you had to hit the fish right on the head to make them strike.

Everyone has their own methods of working surface lures although mine are considered a bit unconventional. I allow the plug to hit with a loud splash and hook the line on the manual bait so that the plug is moving as soon as it hits the water. I work the large swimmer more like you would a popper, gurgling and skidding, while alternating the speed of the retrieve until I see a swirl or boil and return to a more conventional retrieve allowing the plug to swim naturally unless I am losing the attention of the fish, at which time I return to the faster motion. If you have never been involved in the debates which rage over which type of artificial lure is the most effective, you have been missing out on an aspect of our great sport which is just short of actually fishing. These discussions are of the same intensity as those which prevail in fishing clubs or local taverns concerning the prowess of a team or ball player. Men have been known to become vociferous (occasionally physical) when offering a defense or promoting a particular favorite. To the uninitiated it may at first seem a bit foolish, but for those of us with even limited experience at tempting and fooling fish with artificials, it can be an entertaining as well as an education experience.

Don't be bashful about adding a new wrinkle (or old, for that matter) when it comes to arranging the odds in your favor. Since Tony Stetzko landed his world record surf fish in 1981 on a custom tied streamer fly ahead of the live eel, many fishermen have experimented with these and other methods of attracting fish with a great deal of success. When properly fished ahead of a plug, droppers or teasers add to your chances of taking fish. The only instances where they may prove to be a deterrent is when there are choppers around. The alligators have a nasty habit of severing your leaders just beyond the hook of the dropper and no matter how thrilling, it can be an expensive proposition. This is the reason the dropper is tied on a separate leader from the same barrel swivel which the plug is attached to. If the dropper loop were used on one main leader, this would affect the action, not to mention the loss of a plug as well.

On those occasions when smaller minnow lures will not raise fish, try to wake them up with a lot of commotion on the surface and then try the smaller lures if they won't eat the larger ones. One light tackle expert who casts with us waits for us to raise the big blues with the large plugs and casts into the area with the smaller lures and gets a lot of action. Fishermen who dismiss the larger lures as not matching the hatch are missing out on a lot of productive fishing.

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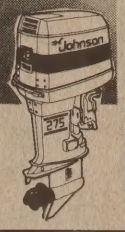

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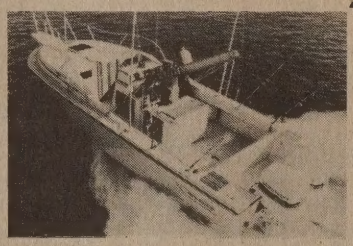

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MY FAVORITE SURF SPOT

by Ed Nowak

Thousands of years ago a melting glacier dropped Nantucket 25 miles at sea. Its 13 mile long and 7 mile wide area is constantly shaped by the fingers of current which swirl and sweep around the island beaches. The Gulf Stream brings a great variety of marine life to the island's shores. Great schools of bluefish and numbers of striped bass come to feed on squid, herring and sand eels which swim within casting distance. Presently most beaches are open to 4-wheel drive vehicles; only the beaches on Great Point require a permit. This permit costs $30 and is good for one year, entitles all passengers to ride free. Don't despair; many beaches can be reached by regular vehicles and a short walk will get you into productive water. An excellent map of Nantucket Island is free at both tackle stores: Barry Thurston's Shop at the wharf in town, or at Fisher's Tackle Shop, open all year-round on the outskirts of town, on the road to Madaket's good fishing beaches. This map will save you time and energy. Get it first thing, study the beaches and not the tide chart.

If you do bring your vehicle, you should make round trip reservations with the Steamship Authority in Hyannis. It will cost $66.50 each way until October 15th when winter rates become effective—$43 one way. All passengers pay: adults are $8 one way, kids 5 to 15 pay half price. Phone number for the Steamship Authority is (617) 771-4000. There are special low prices for clubs and organizations traveling together in groups of 15 or more. Vehicles are also given special prices and during spring and fall many fishing clubs take advantage of the savings. Yes, you can rent vehicles, but be prepared to shell out $100 a day for a Bronco in mid-season and $85 off-season.

Comfortable cottages and restaurants are less expensive off season. Our family enjoys a week in late May and two weeks in late September or early October. Weekly rental of most cottages at these times is in the $600 to $700 per week range. Cottages will often have 6 or 8 beds and facilities to cook and refrigerate your food and catch. In town, cottages like the Holdgate's, (617) 228-2475, allow those who want to shop or visit museums, to walk to them. You can stock up on food at two excellent supermarkets.

The key to successful surf fishing on Nantucket Island is wind direction and tide. Those who cast into the wind on windward beaches when the tide is two hours before full or on the turn

will usually catch fish. As the island has two different tides at each end, you can usually find some action. Study your free Island map and you can eliminate two-thirds of the non-productive beaches. Casting into the wind requires lures that are weighted in your favor. Nantucket favorites weigh from 2½ to 3½ ounces and are aeronautically designed to cut through the wind. Metal lures cast easier and further into the wind than plugs, as you know, but I find they work best when there is sunlight to reflect off them. I use metal when there is daylight and go to plugs when the light is poor. For metal lures I wholeheartedly recommend the Hopkins No-Eqls numbers 3, 3½, 4 and 4H with bucktails or even better, the new ones with tubed hooks. These were invented here in Nantucket and they are devastating. The new gold Hopkins in numbers 3G, 3½G and 150G for schoolies are great! Acme's Kastmasters and Luhr Jensen's Krocodiles are very productive when sand eels are around. Luhr Jensen's Nordic #060 is a windjammer and we clobbered the blues with it last fall. Bead Chain makes chrome sand eels that have caught bass and blues for generations. I love 'em. Be sure to bring some lead head bucktails you can sweeten with squid or belly strips to cast for big fluke at Great Point and the Chord-of-the-Bay. Since the draggers were outlawed in here, the fluke have provided many a thrill and meal to surf casters working the beach.

The four dimensions of a plug make them more easily seen in the night or on dark days; their injured fish action and noise make them deadly. Before you get action, you must get the lure through the wind into the fish. Nantucket favorites for casting are: Spofford's Ballistic Missle, colors red/white and fluorescent, weights 2½ to 3 ounces; Stan Gibbs pencil poppers, Atom Striper Swipers, and there is one other surface lure that is my absolute favorite—the #85M Mirrolure. Everyone who knows this old Fishin' Pole, knows I fish the lure in my best Polish fashion—backwards! Weighing in at 2¼ ounces, it is so aerodynamically streamlined that I can cast it all day effortlessly and it gets out further than lures twice its weight. Its action on a pumping rod tip positively brings satisfaction! If you can find the #85M, buy it, switch the hooks around, save the middle hooks, you don't need them. I know it will work on bass and blues; I'd like to cast it to a white marlin.

Best bets for swimmer lures are: Rebel's Redfin C10, CX10, Bombers in the 6 and 7 inch sizes, Rapalas and the new Rapala Slivers and don't forget to include Spofford's weighted Needlefish with the stainless steel wire heart. These are by no means a complete list; many others with the same shape produce well also. Don't forget a good pair of dry waders and foul weather jacket, wool socks and shirt because it gets cold on the beach.

Let me name a few of my favorite places, some of which can be reached by regular vehicles. Great Point is my favorite. I drive out on the inside road because I'm chicken and begin casting at the "Haulover," a few more at Coskata and along the Chord-of-the-Bay working up to Great Point. This year I will bring some lead head jigs to cast here for fluke. The tip at Great Point does best when the wind blows nasty from the east or nor'east. When it blows from the sou'west, I like newly connected Esther's Island where a 4-wheel drive will get you to Smith's Point. Fishing this beautiful rip brings bass and blues right under your Fisherman bumper stickers! If you enjoy night fishing for big bass, you will join the gang tossin' live eels around Eel Point. The beach at Dionis is great for teaching kids and newcomers to cast for eating sized blues and an occasional schoolie. The surf is not as turbulent here, the beach is flat and the dunes beautiful. Dionis is the easiest beach to fish with fly rod or ultra light tackle. The Jetties Beach, before or after swimming season, is also easily fished and can be reached by regular cars. Brant Point Light's waters are also easily reached on foot. Here is a favorite hotspot for those shadows in the night who fish live eels for braggin' bass.

Nantucket's southerly facing beaches from Cisco, Surfside, Nobadeer Valley behind the airport, Pebble Beach, the old Navy Station are all usually full of blues in late summer and early autumn. This Fishin' Pole always checks out the rip off the Playground in Siasconset. I don't even take my 4-wheel drive onto the beach there. If the purple gunk weed isn't too thick, the place is worth a few heaves. I have caught some of my largest slammers here.

Between fishing tides, Nantucket Island in the fall is an Indian Summer's delight. One doesn't fall over day-trippers and the pace is slower. The surf has beaten the beach sands clean as foam, sandpipers flock together, practice pecking and flying in formation. Sunrise is special and sunsets are spectacular. Fishermen and their families play hooky here year after year. Once tended toddlers now parent a crop of new toddlers. Old gaffers wander down the beach to say hello to old friends. This is why we fish the Island—there is a mysterious magic on Nantucket beaches. Fishermen friends who have exchanged their earthly fishing rods for golden wands share the sand with you. The surf is haunted with the vibrancy of their heart beats, their voices sound in the wash of pebbles and shells. You who fish Nantucket Island for the first time will join the regulars tossing pennies from the ferry decks when passing Brant Point Light. Legend has it that those who toss coins as they pass Brant Point will return again to Nantucket Island. If you look and listen with your heart, you will see the Light wink and hear on the wind—nas-drow-ya!

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BATTERY MAINTENANCE AND STORAGE TIPS

by Bob Hasewinkle

Here's some expert advice on storing and caring for your boat's power source.

The best place to store a battery during the off-season is near the warm furnace, preferably not on a cement floor—right? Wrong! If you are like most sportsmen you still believe some very popular, but inaccurate, myths about what is good for your batteries during the cold weather storage months.

Believing these dated myths is understandable, since some of them once were true. But new battery designs and materials have made many old-fashioned storage myths not only ineffective, but even potentially harmful to your battery.

There are really only three factors important in correct battery storage: maintaining the battery fluid level, monitoring its state-of-charge and the temperature which surrounds the battery in storage.

If a battery has been properly filled and charged at the end of the season, the best place to store your battery is in a cool, dry place. Storing the battery near the warm furnace may

Proper care and maintenance will extend the life of your battery.

cause it to lose its charge relatively quickly. Some people charge their batteries in the fall and store them in unheated garages, RVs or boats. This is satisfactory as long as the battery is fully charged. Temperatures must drop below -70F in order to freeze a fully charged battery. Warm conditions increase self-discharge of the battery, while cold conditions minimize it.

And don't worry about the cement floor. That's a throwback to the old days when battery cases were glass and very fragile. The fear was that just setting down one of those heavy batteries on a cement floor could break the glass case. The other fear was that leakage of the battery fluid would damage the cement floor.

New high-impact plastic housings now protect the modern battery from all but the most severe impacts. The fluid leakage, which was so common in old-fashioned batteries, has been largely eliminated in the modern battery design, so storage on any floor surface is not considered risky.

Whether an individual has followed the incorrect, but "common knowledge" storage methods, is not really important now. What is important is to correct the situation before the season begins.

To properly store a battery, or to rescue one that is improperly stored, these simple procedures should be followed:

First, clean the exterior battery case, especially the top surface and terminal posts, to remove any grease, corrosion or dirt. A mild baking soda and water solution works very well for this purpose, but it should never be allowed to spill into the battery since it can neutralize the battery acid vital to proper operation.

Second, test the level of charge in the battery with a hydrometer, available at most auto parts stores.

Third, check the fluid level in the battery and bring it up to the recommended level. Distilled water should be added if necessary to increase the fluid volume.

Finally, bring the battery up to full charge with a proper charging unit. Once these steps have been completed the battery is ready for storage in almost any environment, but a cool, dry place is really preferred. All that remains to be done is to check every 45 to 60 days to be sure the battery has a strong charge. Maintaining this charge will keep the battery from deteriorating, as can occur if the battery is allowed to fully discharge during the off-season.

GNB Batteries, Inc., offers a free 16-page booklet, "A Few Hard Facts About Marine/RV Batteries," which provides more information about proper storage and maintenance of batteries to ensure long life and dependable performance. It also presents tips on selecting a battery appropriate to the need. The booklet is available by writing Action-Pack-Super Crank, GNB Batteries Inc., PO box 43140, St. Paul, MN 55164.

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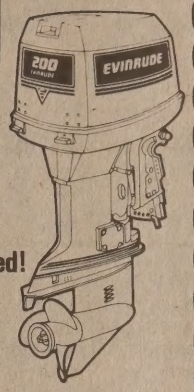

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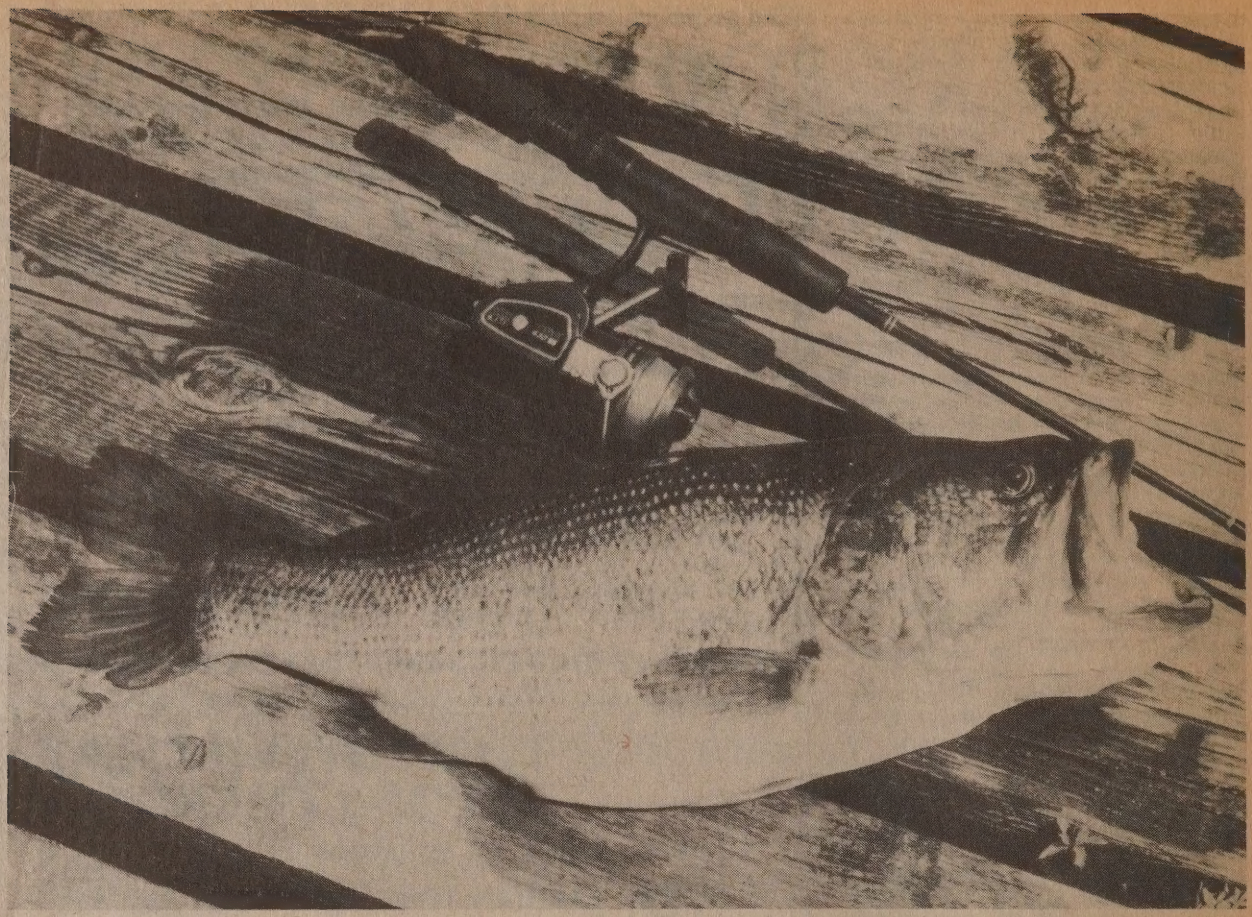

IMPROVED WORM RIG

by Stephen K. Springer

There was a very gentle tug first, barely perceptible through the callus on my index finger. Then, a second later, the line fell from my finger and played out through the rod guides. (The wait for the line to stop running is always the most difficult and exciting part of this particular fishing technique.) After a count of about four seconds the line slowed, then stopped; quite the opposite of my pulse rate. At that precise moment I closed the bail on my Penn 430SS and hauled the graphite stick back and up in one rapid motion. The rod bowed to the lively resistance on the other end of the line and I knew the battle was just beginning. Momentarily, a nice largemouth bass leaped through the river's surface, mouth agape and red gills flared. The struggle persisted a few more minutes, and then the 2 pound bass was guided into the net.

The method used to catch that bass has been around for quite some time, but I seldom see fishermen from our area using the technique. My success on many species, including largemouth and smallmouth bass, trout, walleyes, channel cats and huge bluegills has increased since I switched to the combination floating worm-fish finder rig. The terminal tackle required is cheap and easy to rig. A #4 plain shank Eagle Claw or Mustad snelled hook, for bass and walleyes, an egg style slip sinker of the proper weight, a small diameter split shot and a device known as a Worm Blower are needed. I always use the smallest diameter line feasible for any particular fishing conditions, consequently, 6 pound test is my favorite choice under most fishing conditions.

Assemble the terminal rig by first running the line through the egg sinker, then tie the line to the loop of the snelled hook, using an improved clinch knot. Next, attach a small split shot between the egg sinker and snelled hook directly above the loop of the snelled hook. Because this rig should be used in slack water there is no need to use swivels or snaps. If you are fishing water that has any appreciable current this rig would be superfluous because a natural drift works best for moving water conditions. The least amount of hardware on the terminal end is usually best anyway, in the event the fish are especially wary. The Worm Blower can be purchased at many tackle shops or via mail order fishing tackle catalogs.

Bait is next, and a large, lively night crawler is hard to beat, especially for bass, pickerel and channel cats. Pass the hook through the thick collar of the worm once; if short strikes occur try hiding the hook entirely in the worm. Next, insert the needle of the Worm Blower into the tail section of the worm and squeeze a small amount of air into the worm. A slight bulge will appear at and just forward of the point of injection. Do not attempt to fill the worm with air, this weakens the worm and causes bait loss when casting and from short striking fish. Experiment at first, using as little air as possible to cause the worm to float. Before casting, lay

the rig in nearby shallow water and visually check the bait to be sure it floats.

There is a dual benefit when using this rig. First, and most important, the extra buoyancy of the worm, caused by the air injection, floats the bait above the floor of the river or lake. The bait is then readily apparent to any nearby or cruising fish. Usually, an uninflated worm will crawl under leaves, rocks, or other debris, once it reaches the bottom. Obviously, when the bait is out of sight, its fish-catching abilities are diminished. When the worm floats above the bottom it wriggles and undulates enticingly, attracting fish in a natural manner.

The other half of the success story of this rig is the slip egg sinker. After the rig settles on the bottom the bail should be left open, if a spinning reel is being used; or, in the case of a conventional reel, be left in free spool. Because the line can run freely through the egg sinker, the fish feels little or no resistance on its initial run. Consequently, most fish will follow a natural feeding sequence. Largemouth bass will usually move off quite rapidly for about five seconds and then stop to swallow the bait.

I usually hold my rod, rather than setting it up dead stick fashion, and lay the line across my trigger finger. When a fish picks up the bait and moves off, the line falls from my finger, thereby affording an instant response. Because of the uncertainty relative to the species that has hit the bait, experience has taught me to wait until the initial run stops before setting the hook. This accounts for a higher percentage of hook-ups rather than attempting to set the hook during the run. Some fishermen wait until the fish stops and then starts a second run; the theory being that the fish stops to position the bait for swallowing, which it does. The problem with this method is that once a fish swallows the hook it is usually injured fatally.

If the hook setting strike is made during, or at the end of the first run, then the chance for releasing a healthy fish is enhanced. We all have an obligation to the resource to release, unharmed, all fish we don't plan to use. This can be a difficult proposition when using live or natural bait. Consequently, we should tip the scales in the favor of the fish.

If there is a tentative pick-up without a subsequent run, then the best strategy is to set the hook immediately. This type of strike usually means a bluegill, eel, or perch is out there stealing bait.

I enjoy casting artificials on most days, but sometimes the fish just don't respond. At other times my lazy bones take over and sitting on a bank with nothing more to do than hold a rod and observe the universe seems most appealing. These are the moments that the combination floating worm-fish finder rig works best. Give it a try and enjoy.

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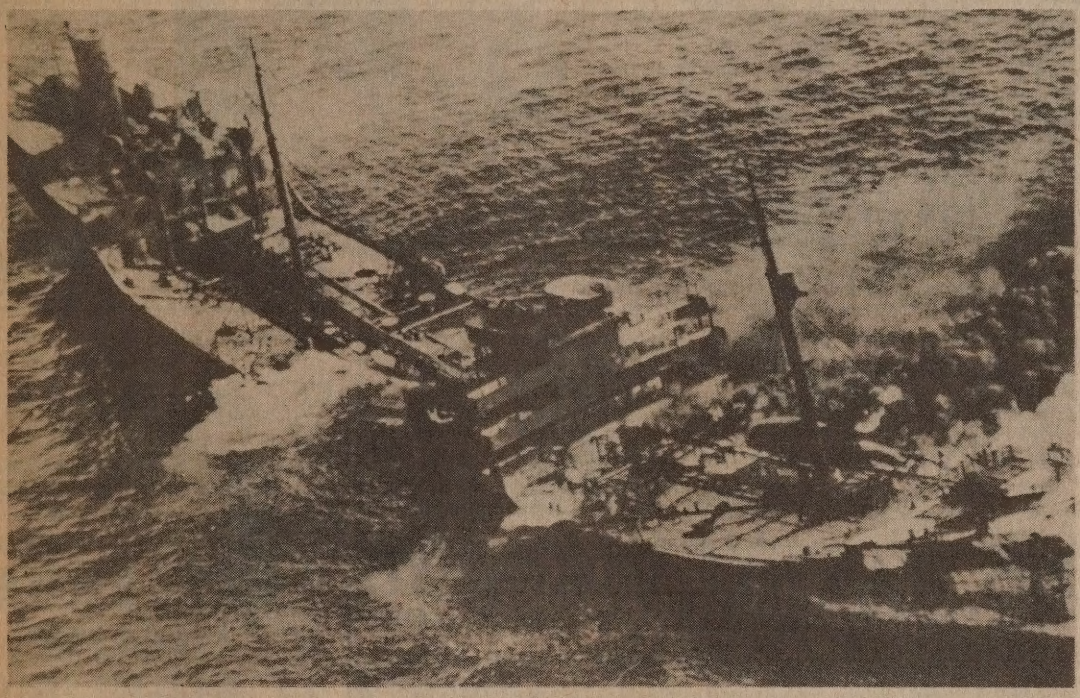

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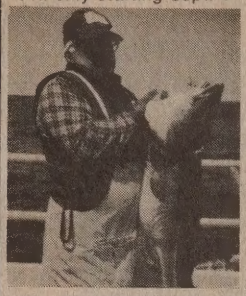

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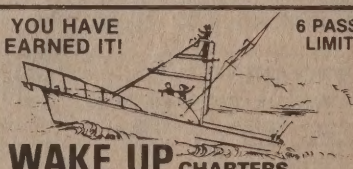

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East End REPORT

with Mrs. Lorry Mangan

Although plenty of bluefin of all sizes were within easy reach of Montauk and Shinnecock, as well as the Canyons, stormy weekend weather once again put a stop to planned fishing expeditions. Many doormat fluke, including a couple of pending world record catches made news before the storm moved in.

MONTAUK

June Heath, fishing on her husband's boat, "Fiddler" broke her own IGFA fluke record, not once but twice last Monday. Fishing with 16 pound test Trilene line, June caught a 12 pounder, which easily beat the 10½ pound record fish she caught a year ago. But before the trip was ended, she tied into an even bigger fish which weighed an even 16 pounds back at West Lake Lodge. The couple fished on Montauk's south side. Tackle used was a Capt. Charlie Nappi rig, Lightning Rod, and Berkley line.

The following day, I joined Capt. Bob Fritz and Elliot Fedder on the charter boat "Toots," all of us looking for big fish on the south side. Total catch was about four dozen fish, with many cut up for strip bait. A dozen fish weighed over five pounds, the largest 12 pounds. Since I caught the big one on Trilene 8 lb. test line it will be submitted to the IGFA for a line class record, and hopefully will earn a $1,000 reward as offered by the Berkley Co.

John Mihale with Artie Horning and his father-in-law, Lou, enjoyed two days of fluking on the charter boat **Gusto**. Well over 100 fluke were caught during the two day fishing spree on the south side. Capt. Weiss reported that 40 fish were in the 5 to 9 pound range, 5 weighed between 10 and 12½ pounds.

Although the weekend trips on the **Julie III** were cancelled because of bad weather, Benjamin from the Bronx enjoyed a great catch of porgies on Friday. The charter group ended up with 411 porgies from ¾ to 2¾ pounds fishing at Culloden Point.

On last Monday's trip on the charter boat **Caprice**, Glenn and John Zielenski loaded up with porgies and sea bass, top weight 4 pounds, fishing at Great Eastern. On Thursday, Tony DeLuca and members of the Lake Huron Captains Association enjoyed good action at the Elbow diamond jigging blues and bass in the morning. During the afternoon, the group loaded up with porgies and sea

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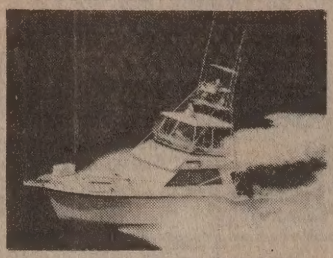

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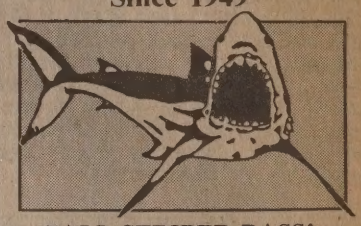

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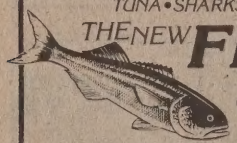

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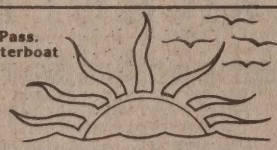

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Nine-year-old Scott Pete Bogetti caught this fine 20 lb. striper aboard the Montauk based, "Lazy Bones."

These fine fluke were all decked on the 9-4 trip aboard the "Viking Starlite" by Marlyn Elmar, Mike Keller, Mike Gasparion, Al Adabodyn, James Berlmen, Frank Johnson and Bull Buehler.

bass. Because of the abundance of striped bass in the rips, Capt. Bob Sztorc will schedule evening trips on the October full moon, with eels and plugs used on night trips, and jigs and bucktails on day trips. Call Capt. Bob evenings at 516-671-7690 for information.

At **Gone Fishing Marina**, TJ reported that inshore action was concentrated on fluke, blues, porgies and sea bass. Last Monday, Bob Donnahue and Rich Hipp caught ten fluke at the change of tide, top weight 8½ pounds. Plenty of tuna in the Canyon as well. Twenty-two yellowfin and 3 albacore were caught on **Fisherman II** and 3 bigeye and 24 yellowfin on the "Sea Bandit" during overnight canyon trips.

Plenty of bass in local waters with more keepers every day, said Capt. Michael Potts. The Minicus charter limited out early on Monday's bass trip, quickly catching 10 bass, 5 of which were keepers in the 25 to 30 pound range. On Tuesday, the Snyder group jigged blues and some small bass after first trying for tuna in the morning, then drifted for 6 fluke, each over 5 pounds. They returned to the point for more bass and blues. The Edwards trip on **Bluefin IV** got almost more than they bargained for on Thursday, when a giant tuna hit a bait on 100 pound test line at the Shinnecock tuna hole. Five and a half hours later, fighting on stand-up tackle, the 645 pound tuna was gaffed. With threatening weather, Friday's group fished close to Montauk, catching many bass, but loosing the only keeper at the boat. The weekend was a blow-out with all trips cancelled.

Capt. Rob Aaronson reported a fine day of tuna on last Monday's trip on the charter boat **Orion**, with 18 school bluefin tuna caught by a group of 5 persons. Seven of the tuna were released, since the group had enough tuna to 80 pounds for their needs. Because Ken and his friends had previously caught a giant tuna on the Orion, last week's tuna trip was offered free to the group.

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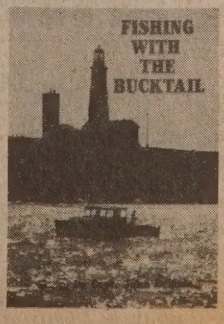

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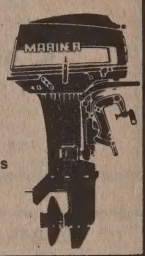

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Karen Sander shows one of the 70 fluke that she and Robert Koretz caught back in July in Shinnecock Bay. The flatties ranged from shorts to 3.5 lbs. Subscriber photo.

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eight pounds caught on the South Side.

A spokesman for the **Montauk Marine Basin** reported very good fishing through Thursday, until bad weather cancelled most trips. Early week Canyon trips by "Freedom" resulted in a dozen yellowfin and albacore, with dolphin fishing on the east side of the Fishtails on Tuesday. On Thursday, "Deep Quest" caught 3 bigeyes to 160 pounds, 11 yellowfin, a couple of allison, some albacore and 4 dolphin. Inshore, the charter boat **Kellyboat** loaded up with blues on Wednesday, and caught and released over a dozen bass.

On the **Flying Cloud**, Capt. Fred Bird reported fine fall fishing with plenty of big porgies and sea bass, fishing under Montauk Light. While weekend trips were blown out, good catches were made all week. Capt. Bird expects this fine fishing to continue through October.

Capt. Phil Lewis of the charter boat **Adios** had a great summer season with shark and tuna, and is now looking forward to the fall run of shark, since according to last year's log, mako and shark fishing picked up the last week of September, continuing through October 15th. Since history often repeats itself, Capt. Lewis suggests booking shark trips now. Last week Bill Korzloski caught and released six brown shark while fishing for tuna, then caught bass at the Point before returning to the dock. Bass should be in the area through October.

Although Saturday's tuna trip was cancelled because of inclement weather, Capt. Paul Forsberg reported excellent tuna catches on the **Viking**'s tuna trips, with at least 40 yellowfin, plus a few bigeye caught during the week's trips. Anglers are loading up on porgies at Nomans Land. Exact count for Louis "Hooks" Pow and John Guido on Sunday's trip was 275 porgies, three sea bass, a 10 pound blackfish plus an 8 pound cod. Bluefishing is tremendous, with big blues, all you want. Plenty of big fluke are around, with a 12 pounder caught on a half day trip during the week. A reminder that on Sunday and Monday, the fluke trip is all day, half days during the remainder of the week.

Last Wednesday, Don and Jim Proferas landed a 170 pound mako, while fishing for tuna on the charter boat **Lori Jay**. The group caught some bluefin tuna, however, they released what they could not use.

Several boats based at **Star Island Yacht Club** enjoyed good overnight trips to the Canyon last week, most fishing the Fishtails or Block Canyon. Catches included a load of yellowfin on the "A-1-A"; bigeye with yellowfin on "Step One," "Salimar," "Gandolf" and "Gemini". Capt. Steve Chimblo also encountered a blue marlin, which was lost at boatside. Inshore, plenty of fluke were reported during the week. Bruce Mellish fished south of the Point for a 12 pound 3 ounce doormat on "Anna M"; June Heath a 16

pounder on "Fiddler."

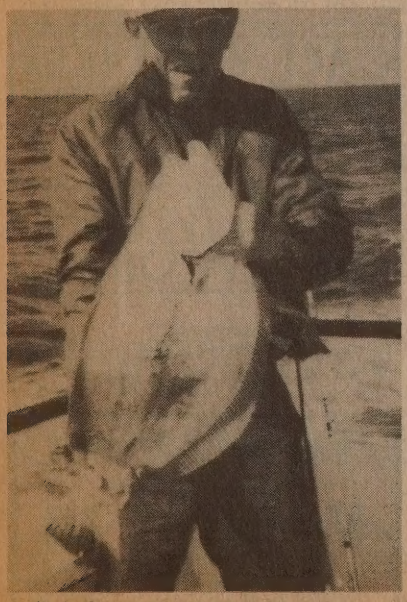
Capt. Joe McBride of the charter boat **My Mate** reports good tuna action with anywhere from 2 to 4 tuna in the 60 to 90 pound range per trip. There are some available dates for bass, bluefish and blackfish trips for end of October into November. Call for details.

Charter boats based at **Captain's Cove Marina** have enjoyed fine tuna fishing, averaging 2 to 6 tuna per trip. Striped bass fishing is very good with 10 to 30 bass per trip, a few keepers. Captains Cove will arrange inexpensive overnight for anglers wishing to take advantage of October and November fishing. Monetary prizes will be in store for anglers catching big bass and bluefish. See next week's Fisherman for details.

SOUTH FORK

Not much to report from the South Fork since the storm kept most folks at home and marinas closed early. However, during last week's fine weather, most anglers concentrated on fluke or tuna with good results.

Capt. Artie Lach asked us to inform his customers that all tickets are sold for Sunday, September 27. Beginning on Monday, September 28, the **Wilhelric II** will jig for blues and bass on Mondays only. Capt. Lach will continue to schedule Wednesday doormat fluke trips as long as his customers request these trips. Over 100 fluke were caught on last Tuesday's trip, the largest a 10 pounder. Wednesday's doormat fluke trip was unbelievably good, with over 250 fluke brough aboard, over 40 of them weighing from 5 to 8½ pounds. One



Bob Gleason decked this 10 lb. doormat fluke on the south side of Montauk while fishing aboard the open boat, "Wilhelric II."

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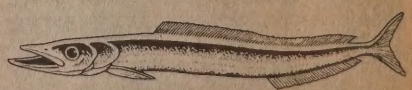

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drift, lasting one and a half hours, saw non stop fluke catching action. Since the September full moon saw many large bass, many over 40 pounds, caught on the east end, the Wilhelric II will sail at 7PM for night bassing on October 3, 4, 5, 6 and 7th. Reservations are a must.

A customer dropped off several blackfish at **Speck's Bait and Tackle** on Sunday, part of a large catch of blacks made near the Shinnecock jetty in the morning. Anglers fishing near the Ponquogue Bridge on the weekend were rewarded with medium and large porgies. Blues big well at Shinnecock Inlet, with slammers of 7 to 12 pounds hitting on the weekend. Offshore action came to an abrupt halt with the storm, however during last week, many yellowfin, some bigeye were caught in the Canyon; the bluefin continued strong in the Shinnecock tuna hole with some giants hooked up. Sharks are also converging on this area.

Unreported in last week's column was the fine fluke catch made by Mr. and Mrs. McCann, who keep their boat in **Sherry and Joe Corr's Best Boatworks**. The couple fished the east cut for 17 nice fluke, plus a 3 pound trigger fish. Joe Corr fished offshore a couple of days last week on the "Galloping Ghost." On Wednesday's trip for shark with Patrick and Ruth McClune, a 95 pound dusky shark was caught near the tuna fleet. The fish was released. On Thursday, with Bob Smith and Billy Bennett, plenty of tuna were hooked, a 51 pound bluefin boated.

While no one fished from **Mariners Cove Marina** on the weekend, talk centered on the continuing tuna action before the storm. Some nice size fluke were caught in the Shinnecock Canal as well.

At **Altenkirch & Son**, Hank hoped the great tuna fishing of the past week would continue, both in the Canyon and the tuna spot 12 miles from the jetty. At the inlet, blues were hot on the weekend, using green or yellow tubes on Hopkins lures. Shore anglers were pleased with the number and size of blackfish caught on the weekend near the inlet. Some of the fish weighed 5 pounds.

At **Molnar's Landing**, Lanny spoke of plenty of bluefin tuna in mid week at the "tuna hole", with one of 175 pounds landed on the "Geraldine" by Capt. Fred Muhs and several encounters with giants by others. Inshore, many small stripers came into the inlet and the Ponquogue Bridge areas. Blues, some 18 and 20 pounds are jumping on drifted eels. Some big weaks were caught on white tubes trolled on wire line in the inlet.

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South Shore REPORT

with Fred Golofaro

Four days of northeast winds put the lid on most fishing activity in these parts, although surf men benefitted from the blow, boatmen chalked it up as a total loss. Virtually all of our reports dated back through the middle of last week, with just a few exceptions. Here's what we were able to salvage.

MORICHES BAY & INLET

Captain Roy Schleuter of the Moriches based **Alma Fleet** reported most of the weekend a washout, but said he did find some fluke inside the bay Sunday afternoon. Two out of three of the fish were keepers. Last Monday's ocean trip produced a load of cod (35 to 10 lbs.) along with sea bass, ling and a few porgies. Fishing was done over a wreck in 135 feet of water.

No reports from fishing stations as gale force winds out of the northeast caused most stations to come to a complete standstill.

GREAT SOUTH BAY/ FIRE ISLAND INLET

At **J&J Tackle in Patchogue**, Dennis Scagnamillo said that snappers had slowed at the docks, but crabbing is still worthwhile. Prior to all the wind and rain, there was good action with blackfish and sea bass on Kismet Reef, the RM Bridge and near Ocean Beach. No word on this fishing over the weekend. Live bait fishermen have been scoring with big blues inside Moriches Inlet on a regular basis. One of the more impressive fish weighed in during the week was imported from the North Shore by Pete Esposito. He beached an 11 lb. black near Stony Brook. The only offshore news concerned 30 to 100 lb. class bluefin tuna taken 12 miles south of Shinnecock through Thursday. No one even thought about getting offshore on the weekend.

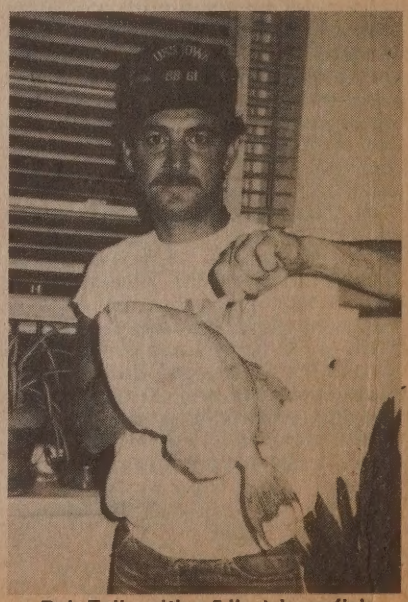
From **J&R Sport Center in Oakdale** Dave Canale called the weekend a bust with the only business revolving around surf fishermen. Dave did know that a couple of 2 to 3 lb. weaks were taken from the West Sayville dock during the week and a few snappers remain around as well. He knew of good blackfishing on Kismet Reef during the week, but heard nothing since the blow.

Jim Romano at **Peppy's Tackle in East Islip** also lamented about the washed out weekend. The only news he had since Thursday concerned a catch of two 4 lb. weaks made on Saturday by Larry Boyer inside the mouth of Browns River in Sayville. Jim was able to sneak out during the week on a couple of occasions. On Thursday, he joined John Spatofora. The pair put away a nice catch of mixed size blacks at the Robert Moses Bridge and on Kismet Reef. Back on Monday, he joined Al Harvey for a few fluke and sea bass at the Coast Guard station. They finished up with several blackfish at Kismet.

From **Islander Canvas Bait and Tackle** in **East Islip**, Curt said that blackfishing had been very good and in fact, excellent during the week. The weekend was totally lacking in reports, however, as a result of the weather. Back on Wednesday, Bob Micalizzi, Ed Gannon and Roger Bender kept 16 blackfish to 6¾ lbs. They used green crabs. On Thursday, Harold Robertson used a green crab to nail a 10.1 lb. blackfish at Kismet. Curt noted that there were a fair number of sea bass taken on the weekend near the RM bridge by the few hardy souls who attempted fluking.

From **Smokey's Bait and Tackle in Bay Shore**, Carl Miller labeled it a very quiet weekend, but noted that there was some good fishing around through midweek. Blackfishing had been very good on Kismet Reef, at the lighthouse and the Robert Moses bridge. Some small porgies mixed with the blacks at Kismet. Bluefish were being trolled on wire line umbrella rigs in 80 feet of water east of the Inlet on Wednesday and Thursday. Some bonito and albacore were mixed with them. Wednesday saw some hot tuna action on the offshore wrecks. Carl fished the Bacardi on Wednesday with John and Roy. The trio put away 8 yellowfins along with 6 dolphin. They busted off 15 other tuna, including a mini giant estimated to be in the 300 lb. class. All the action was chunking. Carl added that there are still plenty of crabs and that snapper fishing remains worthwhile.

Captain Neil Delanoy of the Bay Shore open boat **Laura Lee** said that while blackfishing had been very good it slowed considerably on the weekend as a result of heavy winds and rain creating dirty water conditions. Neil called via the marine operator Monday morning to report that the fishing had bounced right back with fares enjoying fast action as we spoke. Most of the fish being taken Monday



Bob Follo with a 5 lb. triggerfish caught while fluking in Fire Island Inlet back on August 16.

Warren Tessler caught this 65 lb. yellowfin while on a solo trip to the vicinity of the Yankee Wreck. Subscriber photo.

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morning were in sthe 3 to 6 lb. class. While fiddlers led the way in the blackfish department, some sea bass and porgies were being taken on squid strips. Ruth Donato was in to her second pail of fish by 10AM Monday. Thursday saw Frank Conigliaro deck a bulldog of a black that checked in at 11 lbs.

Captain Carl Passaro of the open boat **Miss Captree** said that the weekend was lost to the weather. Back on Wednesday, fishing on the ocean reef produced 275 mixed sea bass and porgies for a small crowd. One regular named Dave took the pool with a 4½ lb. sea bass. The father and son team of Ken and Bruce loaded two buckets with sea bass and porgies.

Noel Kappauf at **Captree Bait and Tackle** put a 4 lb. fluke on the scale for John Gibson on Wednesday. It was taken from Fisherman's Wharf. Snapper fishing from the wharf remained excellent on the weekend despite the weather. There was some pretty fair blackfish catches made on the weekend for those willing to buck the wind. Sunday was the better day, as winds diminished considerably. Some nice blacks also checked in by anglers working the old construction dock shore. Noel added that he looked over some surprisingly good fluke catches made near the Robert moses bridge on the weekend.

Captain Andy Buglione of the **Captree based** charter boat **Cap 'N Andy** told of taking a busman's holiday on Sunday since the dock was virtually void of customers. He and some friends did a super job on blackfish working Kismet Reef and various bay wrecks. Andy reminded a few open dates for fall blacks are still available. Aboard the family boat Shotgun on Thursday, Andy, his dad and a couple of friends put away 10 tuna to 105 lbs. fishing south of the Virginia.

Captain George Tweedy of the **Captree** open boat **Captain Scotty 3** spoke of some good fluke action during the week from Monday to Thursday, with a fair number of sea bass mixing with the flatties. Tuesday through Thursday saw 50 to 60 keepers a day. A 5½ lb. fluke was the largest this week. Bluefishing continued super prior to the blow. The weekend's tremendous heave and strong winds made getting off for the blues impossible on the weekend.

Captain Ralph Green of the open boat **Miss Babylon** spoke of a fine week of fluking with some excellent individual catches reported. On Wednesday's trip Richie D'Attore left the boat high hook with 13 keepers. George Paturalski counted 7 keepers. The skipper asked that we remind customers that he will begin mixing in some flounder fishing during the fluke trips when conditions dictate.

John Gattuso over at **Augie's Tackle Shop in Babylon** said that the offshore scene has remained very quiet since late last week with no offshore report since then. Prior to the storm there was excellent tuna action reported on the Virginia, Linda and Bacardi wrecks. A few giant bluefins were reported hooked and dropped near the Virginia. Inside the bay, lots of nice blackfish at Kismet Reef along with some sea bass being taken near the RM bridge. Some snappers remain at local docks but they are

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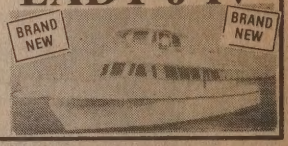

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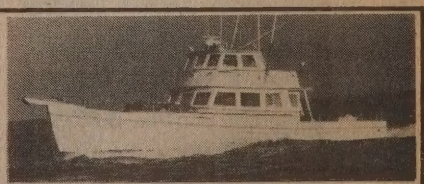

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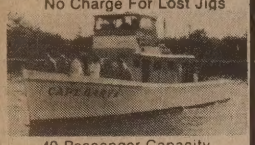
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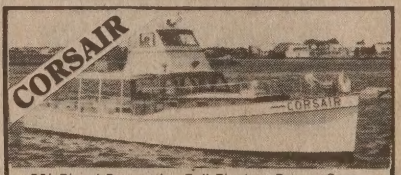

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fading.

Jimmy Shafer at **Charlie's Bait and Tackle in Lindenhurst** said that prior to the storm there was still some fair fluke fishing in the State Channel and there were blues being chummed southeast of the inlet. Blackfish are at Kismet, RM and the Sore Thumb with some very good catches made there during the week. Joe Rosso and Joe Deleo counted 40 tog to 10 lbs. and 50 porgies for their efforts at Kismet and the Lighthouse. The pair used fiddlers on the blackfish and squid on the porgies. Back on Tuesday Rocky sthe mailman nailed a 155 lb. yellowfin tuna at the Virginia. On Monday, Steve Fairchild and his wife totaled 15 blues to 15 lbs. while chumming six miles from the inlet. They also encountered a 300 lb. hammerhead shark which decided to sample their chum pot. Back on Thursday, Jim Trestrial worked the bay side of Oak Beach where he took a 5½ lb. weakfish and 6 sea bass to 3 lbs.

From **Lindenhurst Bait and Tackle** Mike Andreani brightened up the fishing report with news of the birth of twins for shop regulars Mike and Sarah Inserra. Congratulations to them on babies Mike and Danielle. Back to the fishing, Mike did note a decent pick of flatties in the state channel near Gilgo this past week. Blackfishing had been very good priot to the storm. A reminder that the shop now has fresh mussels in stock. Fluke have kind of faded from the picture, but there are still some fish being taken between the bridge and the inlet. Offshore news concerned hot action at the Bacardi until Thursday. On Wednesday, Chris Canizarro aboard the Red Head returned with a couple of 80 to 90 lbers. and told of breaking off others. Jimmy aboard the Stepinout fished the Virginia on Tuesday. He and his crew put away 4 bluefins up to 175 lbs. All of the tuna action had been by chunking.

Bob Vitale called the weekend a total loss prior to the storm there was some very good blackfishing at Kismet and the bridges. Sea bass were being taken along with an occasional fluke near the RM bridge and some flounder getting started in the State Channel.

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West End REPORT
with Stu Miller

The fishing picture in this area was nice and rosy through Thursday night. This was brought to a considerable slowdown due to the storm that broke about 10:30PM with a front moving through bringing winds and rain and cloudy weather and either putting the fish down or scaring off anglers. Bluefishing to then had continued strong. Fall mixed bags continued with blackfishing having become particularly hot at the bridges and inshore wrecks along with sea bass. Snappers are big and plentiful but blue claws have been spotty, yet hot in spots. Fluking continued to be fair to good prior to the storm with better keeper ratios. Nothing to report as far as late week tuna action, but we know that the Virginia and rock pile areas produced early in the week.

WEST END BAYS/ JONES INLET

Mike at **Causeway Tackle in Wantagh** called blackfishing the best bet of the week at high and low slack, fish 1/2 to 3 lbs. with fiddlers catching most and greens catching the biggest. Half to 1¼ lb. sea bass and a few porgies at the bridges. Fall flounder just fair on bloods and dyed

Grace Grasso and a fine 3.5 lb. sea bass taken while fluking aboard a Captree open boat. Subscriber photo.

Peter Peers with a nice mako caught aboard the Freeport charter boat, "Apus II" back on 7-25.

clam on incoming, best in the State Channel between Jones and the 3rd Wantagh. Small porgies, blows and lafayettes at Massapequa Cove. Merrick Bay continues with fair fluking on sand eels and spearing all around high water to the tune of 5 to 12 keepers a boat. Good keeper ratios now, said Mike. The Jones Beach piers and cove next to it on occasions when bunker were there, yielded 12 to 18 lb. blues and some weaks, best between 6PM and dark on the ebb. Joey Costa of Seaford fishing the Big M caught his first striper ever, a 17 lber. on bunker. Sea bass action has been good on the offshore wrecks when you could get out. Loads of snappers at the 1st Wantagh and great blue claw catches at the Grand Avenue Park.

Over at **Garan's Tackle in Merrick**, Randy tells of the strong blackfish and sea bass action at the bridges and wrecks. Randy and a buddy had over 50 sea bass at the T wreck Wednesday. He knew of big fluke around the inshore wrecks and plenty of BIG snappers in the bay. Stripers at the 2nd Wantagh at night with a few keepers on worms, though fish are mostly 24-30 inches.

Over in **Freeport**, Ron Feuring at **Sea Isle** knew of a build up of the flounder catches in Scow Creek this past week, mostly on worms. There are still a few fluke of decent size to be caught in Middle Bay he said and blackfish at the Big M are hungry. Ron also asked us to let you know that he has a tankful of live bass eels for those looking for trophy stripers.

Bob at **Freeport Boatmen's Association** spoke of the good bluefishing at Cholera with this being one of the best bluefish seasons in memory. It's a mixed bag inside, particularly in Baldwin Bay. The 2nd Wantagh has been yielding good flounder catches on bloods and red clam. Sea bass and porgies scattered through the area, especially at the bridges.

Captain Frank Signorelli of the charter boat **3 Sea Sons** says that he and Dad Sig have been catching tuna every trip and they've been sailing practically on a 7 day a week schedule from the summer to now. Frank called it a really great season.

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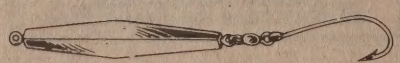

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Bob Mitchell is framed by a pair of 150 pound makos taken during a charter aboard the Atlantic Beach based "Kim."

Word from Captain Richie Kessinger of the **Starstream II** talked of the consistently strong bluefishing through Thursday night with Cholera, just 8 miles off the beach yielding loads of mostly 3 to 6 lb. blues with occasional larger fish. Bonito and albies have been mixed in along with a few Spanish mackerel and a jumbo 14 lb. cero mackerel. Consistency has been the byword of this season, said the skipper, so come on down and load up now.

The **Super Spray II** has now switched over to ocean bottom sailing full day trips at 7AM. Skippers Jimmy Lanzaratti and Dick Hall are proud to announce the arrival of their big 60 foot charter boat **Dolphin** at the FBA dock. This boat is now booking all fall and winter cod trips and, of course, fo for the '88 season.

It was a 30 lb. striped bass that smashed a live bunker for Freeport's Frank Figueora, fishing Jones Inlet one night last week aboard the private boat, Rebound.

A call from Captain Mike Barnett of the charter boat **Cod Father** told of a trip for Vince Tullino taking 14 yellowfin with about 18 breakoffs fishing 30 miles south of Jones. One fish was on for 1½ hours before breaking off. All fish were chunked and ran 50 to 125 lbs. Mike says he still has a lot of choice tuna dates open. A two man charter on Wednesday for Drew Levy and pal started off with a load of blues up to 11AM and then the duo put away 35 good keeper fluke from 2 to 6½ lbs.

A call from Captain Pat of the **Lady J Fleet** advised that with the good weather in the early part of the week very good bluefish catches were had at Cholera day and night on bait and chum with fish 3 to 5 lbs. and an occasional 10 to 12 lber. The foul weekend weather pushed trips into the bay for porgies 1/2 to 3/4 lbs., sea bass, flounder, snappers and fluke—a good mixed bag. Trips this week were

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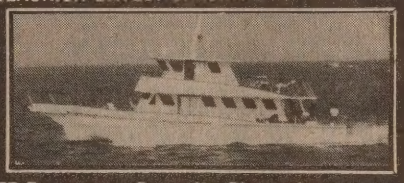

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Both of the **Captain Lou** boats are now sailing for flounder every day. Captain Doug on the half day boat tells us that Thursday's AM trip which was a charter for the Metropolitan Cemetery Association of Manhattan bagged roughly 300 mixed fish. Friday's high hook was 20 flounder. Saturday AM Barry Stollzenberg bagged a 2 lb. flattie for the pool and on Sunday AM Bob L. of Babylon took the pool. On that trip over 200 flounder and 25 keeper fluke were caught. Pool fish was a 3½ lb. flounder for Rox Rosenzweig. Second place was Howie Oedode with a 2 lber.

Captain Sy of the **Bluefin Fleet** was excited about the Sept. 15th tuna trip on which 31 tuna were boated up to 60 lbs. and another roughly 40 broken off. Fish were caught mostly on butters while chunking. Four fish was the total for Bill Skinner of Bellmore while those catching two fish each were Tom Kelly of Massapequa Park, Joe Van Bueghen and Richie Bergias. The boat fished 60 miles SE of Jones and these were all yellowfin. A very successful trip said the skipper. Bluefish trip were good this week also, weather permitting he said, but bay fluking proved slow. Some spots still available on upcoming tuna trips. See ad for details.

In nearby **Point Lookout**, the all steel **Captain Al** continues to bag up on bluefish. The crowds are small and there's plenty of room said Al and there are blues by the ton. He says if you want the ease of chumming blues instead of jigging them, come down now. Fares are getting anywhere from 2 to 3 burlap bags a man and it's easy fishing. Some nice bonito have also been mixed in with a super 19½ lber. taken Saturday by an angler named Elwood. Al says that if more fares don't show up for the bluefish, he will be forced to switch to ocean bottom as a matter of sheer economics.

Captain Denis of the **Night Hawk** spoke of excellent bay action all week on flounder, sea bass, porgies, some blacks, blues and flounder. Action was in Reynolds, Long Creek, at Big M on clam and worm with both tides working to the tune of 15 to 40 fish a man.

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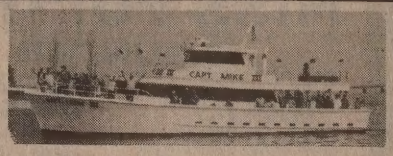

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Eight-year-old Agnes Redmond boated this 9 lb. doormat fluke off Breezy Point in Jamaica Bay on September 6. Subscriber photo.

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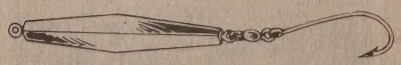

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this week it was fall mixed bag fishing for flounder, blacks, porgies, flatties and sea bass at various local spots including Reynolds and the Big M area. Catches ran from 10 to 25 fish per angler.

Word from **Ed's Fishing Station** is that the best bet this week has been blackfish at Big M, fish to 2 lbs. on both slacks. E. Morales, Ed Camacho and Pedro Saltares, all of NYC had over 200 mixed blacks, porgies and sea bass on worms and fiddlers Wednesday at the Big M and Loop bridges.

Charlie at **Beckmann's Tackle in Lynbrook** told of Tuesday's catch of a 10 lb. weak on live bunker for Paul O'Connor off the west end jetty. Nick Saueme of Oceanside on the boat No Time, on Monday, took 4 yellowfin 50 to 80 lbs. and 4 bluefin 90 to 120 lbs. Nick returned Wednesday in the same area of the Virginia and the rock pile this time bagging 2 bluefins of 190 and 140 lbs. Many other fish were broken off. A few flounder in the bay said Charlie. Twelve pound class blues in the Jones Beach Piers area "behind the house." Lots of big blues have been in the western end of Reynolds around the Magnolia Pier and ABB. Blackfishing has been excellent at the bridges and jetties, 25 to 30 fish a man, fish to 3½ lbs.

George at **Argo Boats in Rosedale** will be giving away a 17 foot Sportcraft and outboard to the NY Mets to be given away on fan appreciation day, Sept. 26th at Shea Stadium.

NEW YORK BIGHT

Over in **East Rockaway, Skippy's Bait and Tackle** told of plenty of sand porgies in Bay Park along with loads of snappers and blueclaws. Fluke holding their own in the bays said Skip, while large bluefish are smashing liveline bunker in the bays. Blackfishing has been very good at bridge and jetties, while flatties are spotty. Striped bass have been a good item for those clam chumming at the bridges at night.

In **Howard Beach, Cross Bay Bait and Tackle** told of the fair fluking at the Marine Parkway bridge area on live killies with a 5¼ lber. weighed in on Sunday. Lots of blackfish at the Marine Parkway bridge on fiddlers, fish to 5 lbs. Snappers galore and hand size porgies on worms in the bay. Plenty of blues off both bridges, 5 to 6 lber.s on bunker chunks, with jumbos to 15 lbs. taken on whole bunker and flounder just starting.

We hear from the **Captain Mike III** that through Friday his fares had very good fluking in local Jamaica Bay waters. High hook of the week was 31 keeper fluke with a 7 lber. the largest of the week. On or about October 1st, the boat will be switching to flounder, 8AM daily.

In **Sheepshead Bay**, Captain Butch of the **Zephyr V**, the newest boat to be brought into the bay told of good fluking in the channels, through Thursday. Fishing around rocks and wrecks, on Thursday fluke ran 4 to 5 lbs. Pool winner was a 9 lber. and they took lots of sea bass too. Then came the weather, with the boat having at that point to fish Sandy Hook bay on the weekend with a 50 percent keeper ratio but lots of excitment despite the weather.

We hear from Captain John of the **America fleet** that weather kept both boats fishing inside. Catches of 2 to 9 keepers a man were had, 14 to 16 inch Night bluefishing trips have been super, fish 3 to 13 lbs. at Ambrose.

Captain Al Coley of the **Betty W. IV**

told of very good bluefishing day and night, weather permitting this week. Albacore and bonito have been mixed in and now it is strictly bait and chum, as opposed to the earlier part of the season jigging. A couple of days at the Tin Can sinker rigs were employed and fish were bailed right off the bottom. This week fish ran 3 to 20 lbs.

North Shore REPORT
with Marty Garrell

Four days of northeast winds, some of which reached gale force, made fishing virtually impossible for most small craft and put a damper on area fishing reports. Scattered reports of bluefish in harbors and hopes for resumption of good fishing for other species after the new moon were topics of most of the local fishing gossip.

WESTERN SOUND

Jack's Bait on City Island reported large bluefish in the bay taken on chunks and plugs; these were slammers to 16 pounds. Jack Rumpf expects to keep rental boats available through month's end. John Cacciola at **Glen Cove Sport** mentioned bluefish around creek moorings with fish to 15 lbs. on the scales. The store was selling 60 to 80 lbs. of bunker daily, but any basic poppers seem to work well, too. Incidentally, snappers to 3/4 lbs. are also abundant locally.

Pete Pearson reported that the **Klondile VIII** had a decent Sunday

Joe McNamara, Jr. used a spearing to take this 9 lb. fluke from Jamaica Bay back in August. Subscriber photo.

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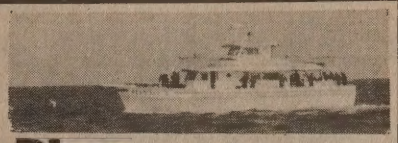

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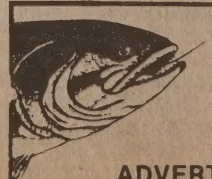

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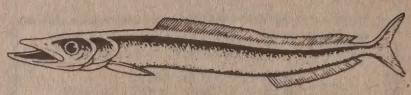

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after being blown out on Saturday. Blues were mixed sizes with some days providing mostly cocktails, but the boat was seeing a few bass and weaks as well. Fishing was off Execution Light, Eatons and Norwalk.

Pete Anderson of the **North Star** told us that prior to the nor'easter, his boat and Dom Cerbone's **Apache** were catching buckets and buckets of porgies around Norwalk with some fish in the 1½ lb. class. The weekend was a washout, but Anderson tucked into the lee east of Matinecock on Sunday to give North Star fares a shot at small tautog and scup on some small piece of bottom.

NORTH SHORE MID-ISLAND

In the most serious accident of the season, three anglers lost their lives when their 22 footer capsized off Target Rock in the gales on Saturday. John Alberda of **Sound Charters** suggested that they may have been anchored when the tide swung and built huge seas, and Jerry Cedar at **Huntington Prop** noted that the prop of the capsized boat was badly fouled with monofilament.

There were bluefish to 16 lbs. in the harbors around Huntington through Friday while porgies were available inside Centerport. Jerry Cedar noted that Rich and Karen Tavouris have gotten seriously into worm trolling for bass, catching and releasing a lot of fish during the first two days of the preceding week. Biggest linesiders were 30 inches. Charlie Burke had the final fling at fluke with catches before the northeaster. **Greenlawn Sport Shop** saw some catches of tautog off 11B for boats that could anchor there.

Tom Bowman at **Bowman's** in Northport will be closed for Cow Harbor Day next Sunday. He's been doing a lot of morning fishing from 6:30 to 9:30 with Ray Kelly, John Quigley and Clem Reseaka on the **Aquamarine.** Fishing back into the moorings from the five mile marker, they've had loads of bluefish to 12 lbs., mostly on poppers. Fort Salonga also had blues before the blow, and the OB had smaller fish, around 5 lbs.

Mount Sinai beaches were buffeted by 5 foot seas and quite a bit of beach erosion was noted in the Rocky Point area. When waters clear, Ralph Davenport at **Ralph's Fishing Station** anticipates an upswing in action off the Middle Grounds. The **Rocky Point Fishing Stop** mentioned a few blues and one keeper bass, probably taken on poppers, off the Shoreham jetty early Sunday morning.

Roy Cash of the **Port Jeff Ace** had excellent fishing on Monday, Tuesday and Wednesday with only 2 or 3 drops needed on the Middle Gounds. Scup ranged from small fish all the way to the 2 lb. range. Before the blow, the bluefishing in the evenings had been good and it should remain so. Evening fishing runs will be made through the weekend. Choppers range from 2 to 12 lbs. with Ava 27s and 47s (tube tails) the jigs of choice in water from 20 to 40 feet.

John Alberda had a charter off the OB on Saturday. His parties have been jigging blues to 14 lbs.; Howard Lane and friends had some 65 fish while Bob Hare's group managed 25. **Sound Charters** is still booking split day trips, and afternoons are still open on some days, although weekends are pretty nearly full.

NORTH FORK

Ace Cottral at **Pleasures of the Sea** is running an October full moon bass tournament with entries at $50 per boat. Fish must be taken from a boat in Southold town waters between sundown, October 2, and 5:30, October 9. Call 765-3918 for details. Cottral also told us that there were some large bluefish to 10 pounds in the brickyard and off Jessups. The flood was good for jigging, but you could jig or troll around Jessups. Apparently, the better fishing in Plum Gut was also on the flood while the ebb produced off Pigeon Rip. Traps were producing flounder on the Sound, and one pair of anglers showed up on Sunday with 150 pounds of flounder taken somewhere around Mattituck.

Phil Loria at **Captain Marty's** had a few weakfish with catches of porgies off Rose's Grove early last week and hopes to see a resumption of action late this week when conditions improve. Loria had a busy weekend retrieving skiffs and keeping the marina clear in the nighttime gales. Ruth White at the **AP White Bait Shop** in **Greenport** suggested that anglers try Clark's Beach and the 67 Steps area for flounder.

Bob Ceglowski of the **Captain Bob** told us that he's got a new boat, a 75 footer licensed to carry seventy, arriving soon. He plans to maintain a Tuesday, Wednesday and Thursday open boat schedule. Ceglowski estimated that he had around 800 scup and tautog aboard on one leap job early last week; he also suggested

that bluefish might be found anywhere between Mattituck Inlet and Horton's.

John Rainis had a super week on blackfish! He took a charter off Plum Island on Saturday and had a load of fish to 8 pounds on soft bait. There were nice scup mixed in as well, so the **Sea Star** is anticipating some fine weeks ahead. So is Larry Porter of the **Brand X**. Both he and Dave Brennan of the **Peconic Star** had superb fishing before the blow with some high hooks between 65 and 90 scup. Even in Sunday's ground swell, the boats found some fihs around Pettys Bight and off Plum Island.

Larry Ciccotto had some good action to report through Thursday in waters around Orient. The boat caught some nice sea bass to 2 pounds plus a mass of fluke on their way out of the Sound. Ciccotto has noted a real upswing in sea bass catches for the **Prime Time III**.

Surf REPORT
with Fred Golofaro

The weekend was made to order for the beach crowd as a lengthy nor'easter swept the island for three days through the weekend. While some areas were rendered unfishable, such as Montauk and the open ocean beaches, anglers who concentrated around the inlets were able to find some action in most cases. Some found very good action, while others managed to pick just a fish or two as the storm lacked the cool temperatures required to trigger any consistent blitz fishing. But we had the wind and it was of good duration and it did spice up the weekend for some surfmen and women. In particular, Mid-Island Surf Club member Marge Buss made Saturday a night to remember as she beached a 44 lb. cow inside Fire Island Inlet. Congratulations to Marge on her great catch, which you'll hear mention of later in the reports. Here's how things shaped up.

Out in Montauk, Johnny Kronuch of **Johnny's Bait and Tackle** reported blues all over the Point through Thursday night along with a few school bass. The heaviest action was concentrated up front with some good shots of fish also on the sand beach near Hither Hills. After that, conditions became pretty much unfishable until Sunday when a few bass and blues were taken in Clarks Cove as the heave began to diminish. No word on what happened Sunday night when conditions became tolerable. Howeve, most casters had abandoned the Point by then. Boatmen had been doing

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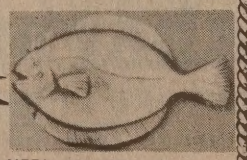

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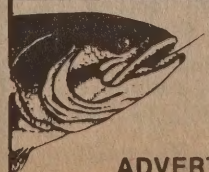

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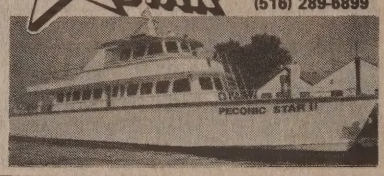

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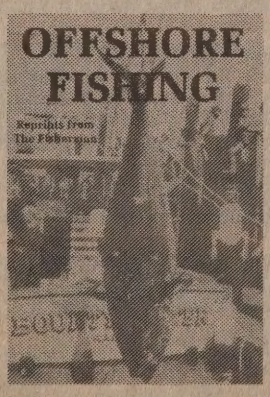

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very well with stripers just prior to the blow and there is a good chance some of those fish will find their way to the beach in the aftermath of the storm.

Out at **Speck's Bait and Tackle in Southampton**, Thom Speckenbach reported some blues at the inlet later in the morning on outgoing water over the weekend. A couple of short bass also, but far from any blitz fishing.

Paul Graniello at **J&J Tackle in Patchogue** that Fire Island National Seashore opened up on Tuesday with permits again being issued. Small blues were up and down the beach that first day. The northeaster caused the closure of both FINS and the Smith Point through the weekend. On Friday, Ozzie, Nick and Ed did some damage to big blues with popping plugs while working the north shore near Stony Brook. Anyone who found a surf bag on the west side of Shinnecock Inlet Sunday morning could help make Garry Maher a very happy man again. Seems Garry left his bag behind Sunday morning's trip to the inlet and he would be ecstatic if whoever found it would be ecstatic if whoever found it would be enough to return it. They can call and leave a message at J&J Tackle. The phone there is 654-2311. There is a reward.

Dave Canale at **J&R Sport Center in Oakdale** said that he and Sal Pataleone put away some big blues at Cedar Beach on Friday night. Other casters who scored with the big choppers included Jack "The Painter" Murray. Fish were being taken on both bait and plugs.

From **Islander Canvas Bait and Tackle in East Islip**, John Albanese and his buddy Danny teamed to take a bunch of blues from 7 to 10 lbs. at Democrat Point on Thursday evening.

Noel Kappauf at **Captree Bait and Tackle** reported on Marge Buss' big striper taken Saturday night at Cedar Beach. The big cow when weighed later that morning tipped the scale at Captree at 42 lbs. 12 oz. It was weighed at 44 lbs. just after being caught. Noel also told of weighing a 14¾ lb. bluefish for lawrence Forano. It was taken on bait near Fire Island Inlet Sunday morning. The tackle man added that big blues continue to s how up occasionally at Jones Beach Piers where they have been harassing schools of bunker during the night.

High Hill Striper Club member Felix Cariello, who also happens to manufacture the popular Blazer Surf Bag had a good night at Cedar Beach Fishing through the wee hours of Sunday morning, Felix caught and released a 28 lb. striper and added 5 blues up to 19 lbs. There was a very good blast of big blues late Saturday night here with many casters doing a good job on the fish. Several other respectable stripers were also taken. LIBBA President Bob Lucchesi took several big blues on bait Saturday night and then added several more to 18 lb. on White Darters before daybreak.

Jimmy Shafer at **Charlie's Bait and Tackle in Lindenhurst** reported that

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	9:15	9:25	9:55	10:15	9:45	9:55	10:40	11:00	12:10	12:25	12:15	12:30	9:10	9:25	9/24
FRI.	9:50	10:00	10:35	10:50	10:15	10:25	11:15	11:40	12:45	12:55	12:50	1:05	9:50	10:05	9/25
SAT.	10:25	10:40	11:15	11:35	10:50	11:05	11:55	—	1:25	1:35	1:30	1:45	10:30	10:50	9/26
SUN.	11:10	11:25	—	12:00	11:35	11:55	12:25	12:35	2:05	2:20	2:15	2:25	11:15	11:35	9/27
MON.	—	12:00	12:20	12:45	—	12:25	1:10	1:25	2:50	3:10	3:00	3:15	—	12:05	9/28
TUES.	12:20	1:00	1:10	1:45	12:55	1:25	2:05	2:25	3:45	4:05	3:55	4:20	12:30	1:05	9/29
WED.	1:25	2:05	2:15	2:50	2:05	2:35	3:15	3:35	4:50	5:05	5:00	5:25	1:40	2:15	9/30
THURS.	2:40	3:15	3:25	4:05	3:20	3:50	4:30	4:50	6:00	6:25	6:15	6:35	2:50	3:25	10/1

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	-0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 9/24	6:49	6:56
FRI. 9/25	6:50	6:54
SAT. 9/26	6:51	6:52
SUN. 9/27	6:52	6:50
MON. 9/28	6:53	6:49
TUE. 9/29	6:54	6:47
WED. 9/30	6:55	6:46

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 9/24	8:10AM	7:25PM
FRI. 9/25	9:20AM	7:50PM
SAT. 9/26	10:30AM	8:15PM
SUN. 9/27	11:40AM	8:55PM
MON. 9/28	12:55PM	9:40PM
TUE. 9/29	2:00PM	10:35PM
WED. 9/30	3:00PM	11:45PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
9/23	9/30	10/7	10/14

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	6:15	—	6:35	12:25
Fri.	7:00	12:45	7:30	1:15
Sat.	7:50	1:40	8:20	2:05
Sun.	8:45	2:35	9:15	3:00
Mon.	9:45	3:35	10:20	4:05
Tues.	10:45	4:35	11:25	5:10
Wed.	11:55	5:45	—	6:15
Thurs.	12:30	6:30	12:40	7:15

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George Schneider scored with a few 8 to 12 lbs. blues as well as a couple school bass fishing the banks near th the Wantagh bridges during the week. Jimmy also knew of action with big blues and an occasional bass at Cedar Beach during the course of the nor'easter. Fish were taken on bait and plugs.

Over at **Lindenhurst Bait and Tackle**, Mike Andreani weighed a 12 lb. blue for Tom Garvin. It was Tom's first substantial surf fish and it was taken Thursday evening on a popper inside Fire Island Inlet. Sunday morning saw Sunny Yocum return from Sunken Meadow with 2 blues to 9 lbs. that were taken on popping plugs. Mike also knew that Democrat Point provided a very good flurry of striper action Saturday morning. Popping plugs accounted for good numbers of 8 to 12 lb. bass. Nearby, bass were mixed with blues with Richie Simmons connecting with a 15 lb. striper.

Gateway Striper club member Joe Ruggiero reported that the northeaster moved lots of mullet, at Point Lookout in Jones Beach, but there were few fish to greet them. Joe did know of quite a few school bass along with an occasional teen being taken at Breezy Point and Fort Tilden over the past week.

Up at **Rocky Point Fishing Stop**, Stan Hentschel said that Frank Ianello and Gus Gigliano did a good job with bass of 24 inches and blues to 10 lbs. fishing Hagerman's and Hallock's Landing Sunday night. On Saturday morning, a couple of casters reported all the big blues you wanted at the Shoreham jetty and one told of dropping a bass in the 30 lb. class right at the rock. Prior to the blow, Stan knew of lots of school bass action from Stony Brook east to Shoreham between sunset and sunrise. The 4 inch Bomber has been a hot number on the schoolies. Bobby Rosenberger trekked down to FINS on Thursday where he connected with several school bass.

Freshwater REPORT
with Tom Schlichter

For the second consecutive week, brisk winds played a major role in keeping freshwater anglers from sampling local trout and bass populations. In fact, we were hard pressed to reel in a half dozen reports this week. Hopefully, better fishing weather over the next few days will prompt a few more anglers to take advantage of what should be a quickly developing fall feed.

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Wantagh, Bobby Turturello noted an upswing in bass fishing at the Mill Pond and continued consistent action at North Twin Lake. Killies and plastic worms have produced the most bass at the first location while night crawlers have been the favored bait at the second spot. Bluegill fishing with worms has been very good at both lakes.

At Caleb Smith State Park, Smithtown, Mike Venuti spoke of good action with brown and rainbow trout to 2.5 lbs. Section #8 has produced some of the better rainbow scores while browns to 24 inches have been culled from site #4. The fish are now setting up spawning beds, but good fishing should continue through season's end. A nice surprise this week was the report by several anglers of small, native fish caught and released on the river beats.

A call to **J&R Sports Center, Oakdale**, revealed continued productive trout fishing in Connetquot River State Park Preserve. Phil Briggs measured an 18 inch rainbow caught by Chris Mele on Sunday. Chris reported taking several smaller fish as well.

At **J&J Bait and Tackle, Patchogue**, Paul Graniello reported anglers still having a ball with small to medium sized bass in West Lake. Patchogue Lake has also been hot and here a few pickerel have mixed into the catches. Night crawlers have been the most productive bait selection at both locations.

Mrs. Devlin at the **Fisherman's Deli, Riverhead**, only had a few boats fishing the Peconic River during the last week. Due to the high winds, action was off with bass, however, anglers did score with an assortment of panfish and small to medium sized pickerel.

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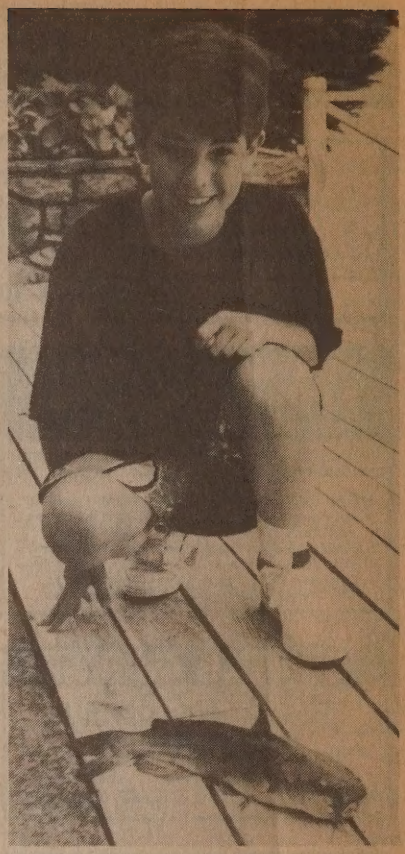
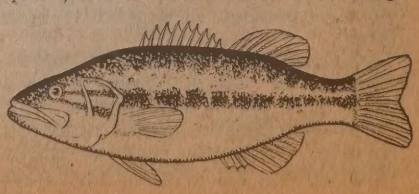


Thirteen year old Shawn Sachs, caught and released this 2½ pound catfish back in early August. It was taken on 4 lb. test from a local pond.

On Sunday night, I gave a call to Joe Forzano, to inquire about the Long Island Bassmaster's tournament held on Lake Ronkonkoma last weekend. According to Joe, bass fishing was very tough and those who caught really earned each fish landed. Dan McGary won the contest with a total weight of over 7 lbs. of bass. The largest fish of the day was a 5.2 lb. bucketmouth nailed by Pete Novak. Phil Uruburu clinched the Angler of the Year title. While not many fish were caught, those that were landed, tended to be good sized.

From **Crazy Chief's Ski and Sport, Hunter Mt.**, Ken Josephson called to tell us that recent rains have caused Catskill rivers and streams to swell, but the waters are still pretty clear. In fact, Ken noted that it looks like spring on the Scurykilll if you can ignore the beautiful fall foliage. Not many fishermen have given the trout a try since the rain began, but Ken felt that as long as the water remains clear, the fish should still be feeding.



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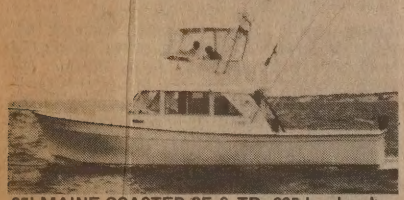

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SEA RAY 80 24' Weekender, 260 Merc. Stand-up head, macerator, stove. Navy top, trim tabs, compass. Runs great. $12,500. SEAFORD MARINE, 783-2628.

1983 MAKO 25 CC; Rainbow Runner II, 1984 Twin 150 hp Merc V6 O/Bs, 1983 Shoreline EZ Loader trailer, T-top, rocket launcher, gin pole, outriggers. Full electronics. Rigged to the hilt. The ultimate fishing machine. $29,500. Eves, Wknds: 516-277-4426.

22' BOSTON WHALER Outrage, late '85 120 & 9.9 hp Johnsons. Low hrs. Deluxe center console & T-top. Forward canvas shelter, radar, Loran, color sounder, VHF, CB, dual batt. EZ Load tandem trailer. Electric winch, spare tire & more. Excl. cond. $31,000. 516-543-8375.

FISHERMAN'S DREAM
28' CHRIS CRAFT Commander FB/SF. 2 new 350 Crusaders + Transmissions. 4 new gas tanks, 280 usable gal. Canyon range. Highly customized for sport fishing. Extensive inventory. Has to be seen to be believed. Turn key operation. Ready to go. $35,000. 516-621-7173/867-4379.

1982 CRUISER Inc. Sport-Vee Special 26', all fiberglass. Twin 228 Mercruiser engines. Sleeps 6. Full galley, running water, refrig, alcohol stove, 110 elec. dockside. Stand-up head, shower. Teak swim platform, pulpit, SS rails, power steering, trim tabs. 120 gal. gas tank. Excl. cond. After 6PM: 718-224-8935.

SPORTCRAFT 27' cuddy cabin, '85 FWC 330 hp Mercruiser, TR outdrive, 150 gal. fuel. Power steering, Loran, VHF, digital depth, chart recorder, CB. Electric anchor, outriggers, trim tabs, dive platforms, SW wash, sea water temp, Mercathode sys. Large cockpit area. Excl. $15,000. 1-516-678-1361.

GRADY WHITE '85 24' offshore cuddy. 260 Merc I/O, hard top w/drop curtains, DF, VHF, Ray Jeff video, dual battery, outriggers, many extras, very low hours, very clean ready to go. $26,500. Offshore fishing equipment available. Eves, before 9PM: 516-798-7649.

60' CUSTOM BUILT Party Boat, 49 passengers, 100 miles. Can increase. 2 8V71s. Planking 1.5" Juniper. Excl. cond. Built 1978. New boat coming in June. Reduced for quick sale. $125,000. CAPT. JOHN, 15 First St., Waterford, Ct 06385; 203-443-7259.

25' BLACKFIN, 1979, 270 hp, FWC, 120 gal fuel cap, full electronics, VHF, 2 depth recorders, radar, Loran, 2 station controls, ½ tower, fully enclosed canvas, rigged for offshore, documented, boat located at Montauk. Asking: $23,000. Weekdays: 201-432-7135. Wknds: 516-668-2013.

26' STAMAS 10' beam, 2 - 165 Chevys, OMC outdrives. New canvas cover and seats, sink, ice box. Full instrumentation. Potti. Sleeps 2. Many more features. $7900. 718-761-5594.

WANTED: Used Boats. Complete marine service. Brokerage, surveys, inspections, evaluations performed. Maintenance contracts. PALMER'S MARINE, 516-623-2972.

1984 BOSTON WHALER, 22' Outrage. Deluxe center console, 235 hp Johnson, canvas, electronics, outriggers, many extras, $16,000. 516-288-6545.

1976 26' PACEMAKER Wahoo 1981 FWC 270 hp. Electronics, O/R, chair, tower. N/C canvas. $12,500. 718-446-2255.

28' SPORTFISHERMAN, custom glass, center console cuddy. Tower, riggers, chair. 400 hp. Low hrs. Loaded w/electronics. Excl. cond. $19,500. Eves: 516-678-1550.

EVINRUDE

NEW 1986 EVINRUDES 1986
2-$298; 4-$480; 6-$612; 8-$712; 9.9-$960; 15-$1100; 25-$1288; 30-$1388; 40-$1600; 50-$1958; 60-$2350; 70-$2600; 90-$2750; 110-$3100; 120-$3900; 140-$4000; 150-$4200; 175-$4700; 200-$4900; 225-$5000; 275-$6500; 300-$7000. ELECTRA MARINE INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere. MERCURY OUTBOARDS. New 1986. Phone quotes. Full service shop.

16' MIRROCRAFT, 40 hp Evinrude, Galv. trailer. Rigged to fish. Ask: $2500. After 5PM: 516-273-0485.

SHAMROCK KEEL DRIVE I/Bs 17', 20' & 26'. Rampage Sportfisherman 24'-28'-31' I/B. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

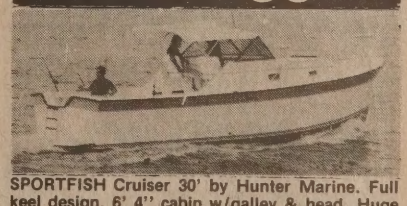
BLACKFIN 86 32' SF, twin 350 Crusaders, FWC, heat & a/c, instant hot water, teak coverboards aft, full teak pulpit w/SS rails, free drop windlass. Full teak swim platform. Pompanette SF 130 fight chair. Rupp outriggers, raw/fresh washdown. Bimini f/full encl. Northstar 800X Loran, Furuno FCV 501, digital DF, Icom VHF. Loaded for fish or cruise. Mint. Low hrs. Lists over $150,000. Best offer. 516-599-6543/867-4660.

EVINRUDE

WE'LL BEAT ANY DEALER'S advertised price—and service it, too! AL GROVER'S, Freeport, 516-378-0510.

25' C-HAWK w/Cuddy, SS rail, 96 gal. fuel tank, 1987 150 hp Suzuki, SS prop. Windshield wipers, bilge pump, 4 rod holders. CG Pkg. FOB. $18,500. Financing avail. 17'-25' Center Console also avail. JENSEN MARINE, Copiague, NY; 516-226-9739.

Alura 30



SPORTFISH Cruiser 30' by Hunter Marine. Full keel design. 6' 4" cabin w/galley & head. Huge cockpit. Introductory special $40,645 w/270 hp. FOB. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1984 17' PROLINE center console, 70 hp Yamaha. Galv. trailer. All in mint cond. $6800. Eves after 6PM: 516-589-6599.

1984 GRADY WHITE Tournament 24', twin 115 hp Seadrives. 60 hrs. Tandem trailer. Many extras. Immaculate. $30,000. 516-265-0265.

SEA OX 17' center console, '83 70 hp Johnson. Galv. trailer. Excl. cond. Must sell. $5500. 718-891-5282/353-6347.

Continued On Next Page →

MAKO
EGG HARBOR
FORMULA
★WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL
AL GROVER'S MAKO BOATS • (516) 379-7100 MAJESTIC MARINE • (516) 546-BOAT

35' OWENS. Excl. cond. Fully equip. Twin diesel. Slip inc. Must sell; moving. 718-979-0776.

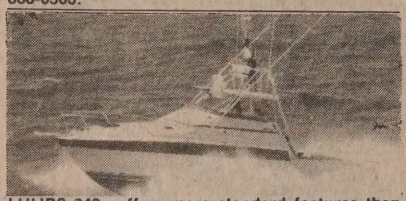
21' MAKO & 200 Evinrude. Both 1979. Outriggers, electronics, trailer. Clean boat. Low hrs. $11,000. 516-324-5128.

DEALER CLOSEOUT SALE
Mariner Outboards; Dell Quay boats, Metzeler inflatables. NASSAU CYCLE CENTER, 516-931-7180.

30' Quiet running Work Boat, non-roller. Rebuilt FWC engine-val. $3000; 6 gal./hr. Gill nets, fyke, elec. pot hauler. Reasonable. 516-483-9598.

WELLCRAFT V-20' Cuddy. Fully loaded. 140 Evinrude PT&T. Galv. trailer, power winch. Compl fishing machine. Full electronics. More. $8600. 516-294-3059/421-9362.

1983 31' JC Sportfisherman, flybridge, 3 station steering. Insulated fish hole, fight chair. Full electronics, V6 71 TI diesel. $83,000. Neg. 1-203-838-0503.



LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

SEARAY 30' 1977 Sportfisherman. Flybridge, Loran, VHF, DF, Flo Scan. 50 hrs on rebuilt 260 hp Mercs. 240 gal fuel. Asking: $32,000. 516-661-7607.

SUZUKI®

SUMMER SPECIALS! 2-200 hp. Special prices on all V6s in stock. New 2-year limited warranty. JENSEN MARINE, 516-226-9739.

27' SPORTCRAFT Fisherman 1985. 260 hp I/B, 29 MPH cruise. All electronics, fight chair w/foot rest, gin pole, washdown. 300 mile range. $23,000. 516-661-9363.

66 39' PACEMAKER FB Sportfisherman Sedan, twin Cats. 300 hrs. Fully equip. Commercially documented for charters. Tower, pulpit, etc. Eves After 7: 516-689-9585.

SPORTCRAFT 27' Sportfisherman, 350 Chev. Low hrs. FWC, Loran, CB, VHF, 2 recorders. Sea Temp, dual batt., trim tabs. Excl. cond. Firm $14,500. After 6: 789-0585.

19' MFG Cuddy, 135 hp Evinrude. Full canvas. '86 Galv. trailer. Many extras. $5200. 516-746-0259.

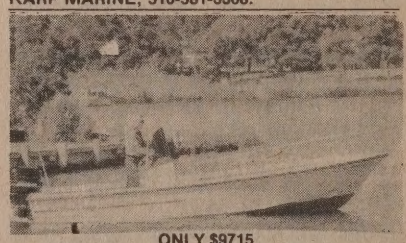
GRADY WHITE 25' 1986 Sailfish, hard top, twin 1986 175 hp Johnson w/extended warranty. Loran, VHF, depthfinder, plus more! PORT OF EGYPT, Southold, 516-765-2445.

31' BERTRAM Canyon Runner. New engines, new fuel tanks—400 gal. New electronics, new decks. Over $40,000 invested in 1986 season. New riggers, radar. A custom 25 knt. cruise fishing machine. 516-288-1761/283-7525. Ready to sell; have purchased another boat. See at Indian Cove Marina, Shinnecock. Ask: $42,000.

1972 LUHRS All Glass, 302 V8 Ford FWC. All canvas, Bimini, FB, SS, CB. Good cond. In water; dock incl. Gerristen Beach. $7500. 718-EV 6-0710.

28' 1986 BAHA Cruisers Sportfisherman 10' 8" beam. Custom flybridge, 2 sta. Hynautic controls. Si-Tex Loran & double cone paper recorder. Ray Jeff VHF, fuel sniffer, Dytek water temp gauge, twin 225 hp FWC, 20 hrs. Rockaway fight chair, 7 Perko rod holders & outriggers. Trim tabs, high volume washdown, 4 batt. w/switches. Custom super cooler, large fish box & bait well, tackle locker. 280 gal. fuel. Head. This boat has it all! Turn key & catch fish. 2-boat owner. Must sell quick. $47,500. Day: 491-5505. Eves: 842-2255.

65' Steel Head/Charter GM's
46' 1971 Chris Aquahome, Gas
46' 1985 Oceans 6/92s
45' 1982 Glass Charter/Dive, GM
42' 1979 Chris T/F GM 8/71 TI
225 hp Johnson 87/88 Zero hrs.
40' 1982 Egg Tournament 6/71 TIs
37' 1981 Stapleton Canyon GMs
37' 1979 Glass Lob/Work 6/71
36' 1984 Runaway, Volvos
35' 1974 Bertram S/F Cummins
31' 1973 Uniflite Chryslers
30' 1974 Columbia Tower, Perkins
30' 1969 Morgan Sail
KARP MARINE, 516-581-3308.



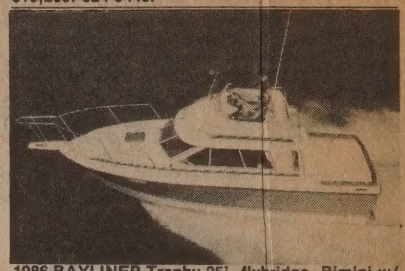
ONLY $9715
21' STEIGER CRAFT w/90 hp Mercury. Windshield, grab rail. Freight & prep. incl. MARINELAND: Mattituck: 516-298-4020. Long Beach: 516-889-5000. East Moriches: 516-878-4777. Bklyn: 3260 Flatbush Av., 718-691-1900.

1987 BOSTON WHALER 20' Outrage, 200 hp Johnson VRO. VHF, LCD fish finder. All equip. Ready to go. $25,000. 516-668-2111. Ask for Charlie.

THOMPSON 252FB/SF 25' 1984 Merc. 228 I/O under 150 hrs. Cruise equip. 100 gal. tank. Sleeps 4. Galley & head. Swim platform, windlass, Loran, VHF, ADF, knot log, AM/FM, 3 depth finders, tabs & more. Best offer; new boat coming. Days: 718-629-1454. Eves: 718-376-6340.

38' BERTRAM 1979, Turbo Cummins, tower, teak decks, cockpit controls. Windlass, generator, reverse air. Stereo, freezer, refrig., micro-oven. Murray chair, Avon raft. Full curtains & covers. Auto pilot, radar, VHF, CB, Loran, color recorder. Many other quality electronics & extras. Exceptionally well maintained. Offers over $135K considered. 201-223-8510.

25' CHRIS Lancer, flybridge, twin station. New 350 GM & Volvo 280. True Deep V, fast & dry. Full electronics. Outriggers. Mint. Many extras. Excl. offshore/inshore. Huge cockpit for fishing. Only $10,200. 924-9446.



1986 BAYLINER Trophy 25', flybridge, Bimini w/ full encl. 260 hp, 105 gal., 90 hrs. Transom plat., Lowrance, VHF, 10' beam, fish well. Full galley, head. Sleeps 6. AM/FM cassette. Mint. $43,000 invested for $32,000. Day: 475-2689. Eves: 475-8904.

EVINRUDE

NEW 1985, 1986, 1987 NEW
6-$598; 8-$698; 9.9-$948; 28-$1498; 40-$1598; 50-$1998; 88-$2698; 110-$3298; 225-$4998. SEALAND MARINE, 48 Merrick Rd., Amity Harbor, NY 11701; 516-842-1242. FOB/WI. Ship anywhere.

28' COLUMBIA II—The Ultimate Fishing Boat. A chance to own a fully equip. 28' Sportfisherman. Turn the key & you're ready for sharks or any kind of fishing. The boat features tower w/full instrumentation, teak bow pulpit, teak transom platform & transom door. Powered by a Merc 260 hp FWC I/B w/170 gal. tank. In the deck are 2 big, insulated, flush mounted fish boxes. Accessories incl. Furuno 24 mi. radar, Robertson auto pilot, interphased w/Micrologic Loran. Features 3 Lowrance depth recorders, 2 digital & 1 paper marine w/dual transducer selection, a printing sea water temp, VHF & CB radios. Sports an auto anchor windlass, outriggers, trim tabs, SW washdown, full polyurethane flotation in hull & cannot sink. Built-in tackle boxes, 2 fwd bunks, sink, stove, marine toilet, shore-power hook-up & built-in batt. charger. Stored inside, ready for viewing & water ready. Boat is mint. All this for the low price of $49,990. For appt. to view it, call 516-862-9254.

1985 20' PROLINE center console. Full transom, '85 115 Yamaha, VHF, depth finder, spray hood, dual batt., power trim & tilt. $9000. Days: 516-226-9030. Eves: 516-842-4169.

BLACK FIN 29 1984 COMBI
Custom tower, sunshade & controls. T/454 Crusaders, 330 gal. fuel cap. Top electronics inc. Furuno radar, Furuno LC-90 Loran, Icom VHF, Raytheon JFV-90 video DF - 600 watt. Double spreader outriggers. Compl. rigged for big game fishing. Custom stand-up cabin. Low hrs. At Montauk; mint. Serious calls only. Reduced: $76,000. 718-204-4777.

1 Pair 454 Merc. motors. SW cooled, w/'86 manifolds & trans. $2500 pair. After 6PM; 212-824-7553.

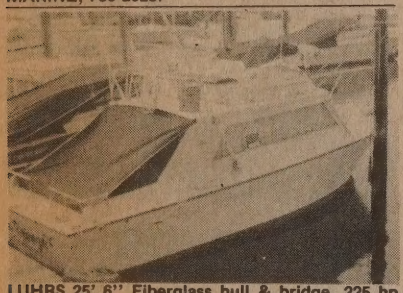
GRADY WHITE 84, 24' Ofshore cuddy, 228 I/O. Low hrs. Mint. $18K. 516-757-2597.

24' 1987 RAMPAGE Center Console 9' 10" beam, 200 hp Volvo diesel. Loran, VHF, color scope, rocket launcher. Teak cover boards. In new cond. $32,000. Days: 201-994-9100. Eves & Wknds: 201-994-1798.

MOVING—MUST SELL. 1971 Stamas 26' Americana t/155 OMC I/O. Excl. cond. In water for Demo. $7990 Firm. Electronics neg. 516-273-2139.

1981 STARCRAFT 14' Alum. boat, 25 hp Johnson motor w/many extras. $1200. 516-623-2499.

PURSUIT, new 1987 26', 260 Merc. Trim tabs, compass, dual batt. Rod holders, SW washdown. Great fishing machine. $34,500. SEAFORD MARINE, 783-2628.



LUHRS 25' 6" Fiberglass hull & bridge, 225 hp Chrysler, 2VHF, CB, Hynautic steer., sea temp. Outriggers, trim tabs, Flo Scan & much, much more. Good cond. $8750. After 6PM: 516-433-2022

MERCURY OUTBOARDS

YEAR END Clearance on all 1987 motors at below wholesale prices. 2 hp-220 hp in stock. BAYVILLE MARINE, 516-628-8686.

1986 FORTIER 26' 260 MerCruiser, Loran, VHF, DF. Soft top. Mint cond. $38,900. 516-541-2088.

1974 22' HI-LINER Center Console 302" Ford Merc I/O, radio & DF. Good shape. Ask: $6500. After 6PM: 212-824-7553.

28' UNIFLITE, 1979 F/B Sportfisherman, Twin FWC Crusaders. This boat is loaded with options, too many to list. Must be seen. For list of equipment and more info, Days: 516-491-5764. Eves: 718-229-4391.

MUST SELL
1983 17' Sportcraft center console, 60 hp Evinrude. EZ Loader trailer, Bimini, graph recorder, CB. Much more. Mint. Ask: $6400. 516-385-1481.

SEA NYMPH 1987 Fishing Boats. Evinrude Outboards. KELLY'S OUTBOARD WORLD, 1531 Lakeland Ave., Bohemia. 516-567-3417.

1986 23' SEA OX Center Console, 200 hp Yamaha. Low hrs. VHF radio, Lowrance recorder, Micrologic 7500 Loran. Many extras. Like new. $15,000. Eves: 718-998-3325.

EVINRUDE O/B '77 175 hp, 25" shaft. PT&T controls, SS prop & spare. Good cond. $2000. 914-947-2115.

29' SCOTTYCRAFT FB, SF, twin 350 Chev. I/Bs. FWC 350 gal. fuel cap. Full electronics. Rigged for canyon. Full canvas. $27,000. 718-948-2368.

25' 1979 TOLLYCRAFT-10. New gas tanks, new carburetor. Excl. cond. Ready to go. $18,500 negotiable. 516-298-8845.

1978 CENTURY, 7000 Series, 27' 3". Sleeps 4. New Mercruiser 230 engine, approx. 100 hrs. Galley, stand-up head. New Bimini top, side, aft curtains. Plus more. Excl. cond. In water at Montauk. $19,000. 914-693-4431.

BERTRAM 28' Sportfisherman, GM 8.2L diesels, radar, 2 VHF, Loran, depth recorder, hailer. Gin pole, Pompanette chair, Lee outriggers, enclosure & more. After 7PM: 914-225-4641.

GRADY WHITE 1984 22' Seafarer walkaround. 185 hp and 15 hp Johnson O/Bs. 110 hours, custom canvas, SW washdown, dual batt, Standard VHF, Lowrance X15 recorder, Raytheon 550 Loran C, top condition, none better. $23,500. After 5PM: 516-421-9401.

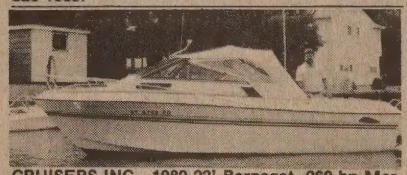
YAMAHA

YEAR END Clearance on 1987 engines 2 hp - 225 hp in stock. Below wholesale prices. BAYVILLE MARINE, 516-628-8686.

COBIA 24' Cuddy Cabin, Camper canvas, 1983 Mercruiser 165. Dual batt., electronics. Many extras. $6996 Neg. 581-0374.

1983 SEACRAFT, 1984 175 hp Yamaha, T-top. Rigged for fishing. Best offer over $20,000. Days: 203-646-8080. Eves: 203-646-7788.

The Ultimate 21' Center Console. New 140 hp Suzuki w/SS prop, Armstrong brkt. Custom marine carpentry tackle center, custom SS railings. Teak covering boards, teak pulpit, fold down teak antenna arch. Outriggers, full instrumention, auto pilot, dual batt., Loran, VHF, CB, 2 fish finders, SW washdown. There is not a finer, more fully equip center console on the East Coast. Showroom cond. $18,500. Will also sell W/O electronics. 516-623-1639.



CRUISERS INC., 1980 22' Barnegat, 260 hp Mercruiser. Full custom canvas w/dust cover. Engine & boat clean in & out. Super value. $10,900. SEAFORD MARINE, 783-2628.

HYDRASPORT 25 W.A. 1987 Full hardtop w/canvas. Twin 140 Johnsons. 4 batt., Quartz tach, full gauges, Newmar panel, outriggers, lay down type, 6 rod holders, VHF & King 1350, Raynav 570 Loran. Full warranties. $34,900. 1-203-434-8629.

21' PRIVATEER
LOA 21' 6" BEAM 8' 4"
PORT OF EGYPT, Southold. 516-765-2445.

BARGAIN: 23' Mako 115 Merc., sprayhood, digital depth. Excl. $5000. Days M-F: 212-973-6125. Eves: 516-541-8989.

1986 PRIVATEER C/C, 1983 70 hp Johnson. Complete Pkg. Must sell. $9700. For details, call: 718-474-5883.

1986 25' GRADY WHITE Sailfish, twin 200 hp Yamahas, radar, fight chair, color video, Loran, VHF, etc. Canyon ready. $51,5900 or B/O. Al: 215-946-3150/860-1646.

21' CUDDY Fisherman. Loaded. No motor. Must be sold. Offers taken. 516-728-6852.

SUZUKI OUTBOARDS. First w/oil injection. 2-200 hp. LEE MARINE, Sayville. 516-567-3313.

MAKO Type Hull, center console w/removable cap, 115 hp Merc PT&T, SST, depth recorder, CB & more. $6495. After 6PM: 516-666-3915.

1987 SEAWAY 20' center console. Boat & motor manufacturer's Demo. Less than 10 hrs. VHF, depth finder. Complete inst. Powered by Suzuki 200 hp Anniversary Edition. Compl. w/deluxe trailer. Will deliver. Ask: $20,000. 201-534-5057.

'79 TIARA Pursuit 2500, cuddy, 228 Merc. I/O, 240 hrs. Power winch, new canvas. Full electronics. Loaded for fishing. Very clean. Moving. Make offer. 718-843-5625.

21' GLASTRON 1983 Walkaround Cuddy, 150 Merc. Full electronics, sea water temp. Outriggers, full canvas. Excl. cond. Winter storage. $9000. 516-678-2567.

1985 SEAWAY 26' center console I/B 260 hp FWC, Atlantic tower, dual Morse controls, Lorans. Full canvas, custom tackle lockers, platform, 150 gal. Si-Tex radar. Rigged to fish. Every option. Must see. $49,500. 516-298-9662/766-3347.

COLUMBIA 27' 1973 F.G. Sportfisherman. Numerous options. Super shape. $12,700. 516-477-9512.

24' GRADY WHITE Offshore 1982, 225 hp, trim tabs, swim platform. Full canvas, twin batt., electronics. Yard maintained. Mint cond. Slip avail. Cos Cob. 914-762-1418.

SEACRAFT 1978 SF-23 Extensively equip with nothing but the best. You name it & it's on the boat. Engine needs repair or replacement. Call for compl. list & make offer. This boat is for sale now! 516-475-1424/0811.

1982 28' BLACK FIN COMBI, 82-L diesels, tower, Rupp riggers, Si-Tex radar, Si-Tex Loran w/remote, Si-Tex recorder, Koden video sonar, fight chair, swim platform, new batt. Extra fuel. Canyon ready. Very clean. $61,000. Must sell; new boat coming. Days: 215-495-7166.

25' BERTRAM FB/SF
Completely new 1984 twin V8 I/B FWC. Loaded for offshore. Exceptional cond. Sacrifice. Wknd/Eve: 718-634-4075. Days: 212-709-6630.

16' STEURY Bass Boat, fiberglass, pedestal seats, fish well, tilt trailer. Good cond. Needs motor. $1300. 516-928-1193.

Continued On Next Page →

1984 SEA RAY 26' Sundancer. Mint cond. 260 hp I/O Mercruiser. Micrologic Loran C 5500, Shurflo, model 200 aquamatic. Atwood water heater, galley stove, Norcold refrig., hot & cold shower, Horizon VHF/FM marine transceiver, AM/FM radio, 2 batt. w/guest switch, gas vapor detector, depth finder. Sleeps 6. 516-668-3422/378-3886.

21' '77 CRUISERS INC, Bonanza, Johnson 200, VHF, LCD depth finder. Full canvas. Good cond. $7000. 516-756-7069.

1969 ARISTOCRAFT 17' Fiberglass 40 hp Johnson & trailer. Runs good. Will Demo. $950. 718-845-0270.

MUST SELL. Moving Oct. 15th. 16' Alum. 40 hp Evinrude. Many extras. $1000 B/O. Richie: 718-359-3141.

ONLY $7995 PRIVATEER
18' Privateer center console, 88 hp Johnson, elec. start, windshield/overrail. Freight & prep. incl. EDDIE'S MARINE SERVICE CORP., 210 Beach 2nd St; 718-327-3168. One location for the past 50 years.

1979 GRADY WHITE Sprint 17', 70 hp Evinrude. Trailer & full canvas. $3750. 718-225-4043.

GRADY WHITE 21' 120 MerCruiser, rebuilt drive. New control cables, battery, prop. Teleflex & more. Ask: $3500. Make offer. 567-3037.

GRADY WHITES
1987 New Grady White 24', 235 hp Johnson, new powerhead-$23,300
1979 Grady White Chesapeake 21' 2", 260 hp OMC I/O-$11,800
1974 Grady White Sportsman 19' 1", 1975 85 hp Johnson-$4750

PRIVATEERS
1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-$6950
1985 Leftover Privateer 18' Bay Prowler FWC 130 hp BMW-$9900
1979 Privateer Roamer 20' 2" center console w/ new Johnson 110 hp-$8735
1983 Privateer 21' 6" center console Volvo I/O 125 hp-$11,500

OTHER USED BOATS
1974 25' Slickcraft 10' beam twin Merc 180 hp. Low hrs. Electric dockside pwr, encl. head, ice box, etc-$17,995
1973 Marquis Caribbean 18' 9", 1973 115 hp Johnson-$3995
EDDIE'S MARINE, 212-327-3168.

TOPAZ 29 1983 T/Volvo diesel. Hard-top, full electronics. Chair. Loaded; many extras. Mint cond. Original owner. 516-681-2517.

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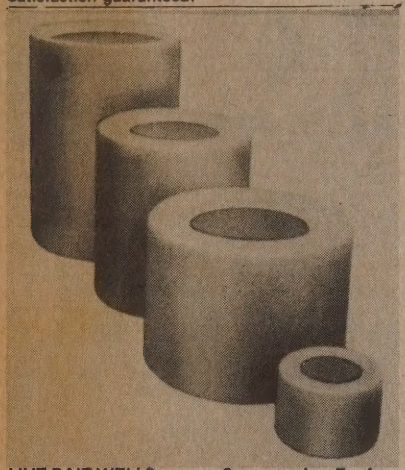

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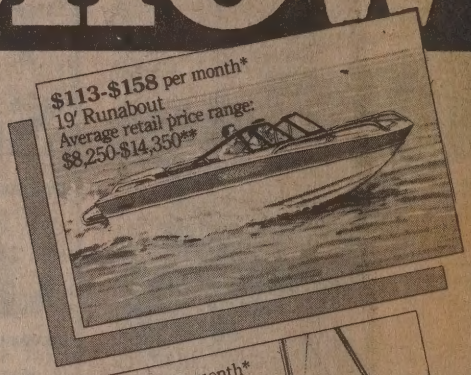

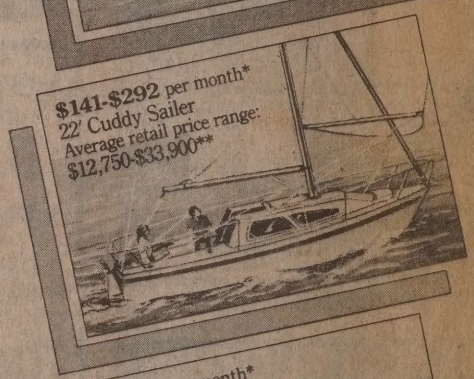

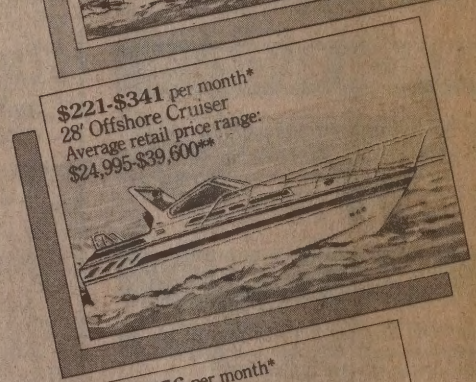

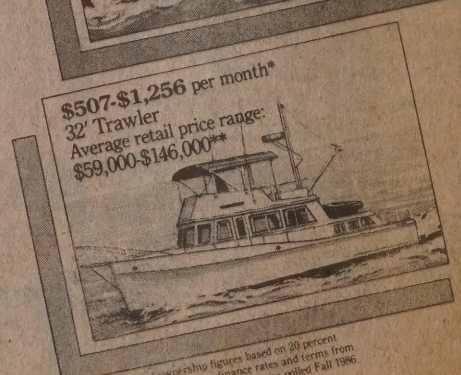

* Monthly cost of ownership figures based on 20 percent downpayments and average finance rates and terms from nationwide sample of lending institutions polled Fall 1986.

** Retail price ranges based on nationwide manufacturer sample and include price of outboard or sterndrive engines where applicable.

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